

Longacres (Longacres Park)
1621 S.W. 16th Street
Renton
King County
Washington

HABS No. WA-201

HABS
WASH
17-RENT,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Building Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107

HABS
WASH
17-RENT,
1-

HISTORIC AMERICAN BUILDINGS SURVEY

LONGACRES (Longacres Park) HABS No. WA-201

Location:

1621 S.W. 16th Street
Renton, King County
Washington

U.S.G.S. Renton, Wash. Quadrangle (7.5)
Universal Transverse Mercator Coordinates:
NW corner: 10. 557390. 5256930
NE corner: 10. 557830. 5257120
SE corner: 10. 557920. 5255800
SW corner: 10. 557340. 5255800
Easternmost point at Springbrook Creek:
10. 558140. 5256880

Present Owner:

The Boeing Company
P. O. Box 3707 MS IR-24
Seattle, Washington 98124

Present Occupants and Uses:

The Boeing Company: Customer Services Training Center
(CSTC) construction site
Emerald Racing Association: off-track betting facility
Washington Thoroughbred Breeders Association: sales
pavilion and barn

Demolition of all remaining race track facilities and
features currently scheduled for summer of 1994.

Previous Occupant and Use:

Longacres Race Track, Inc.: thoroughbred racecourse

Significance:

Longacres was the premier thoroughbred race track of the Pacific Northwest from its opening meet in 1933, until its final season of live racing in 1992. For nearly sixty years, Longacres was owned and operated by three generations of a single prominent Seattle family, the Gottstein-Alhadeffs. Famed theatre architect B. Marcus Priteca designed the original racecourse facilities and personally supervised all improvements to the site through the 1960s. Horses and jockeys of national renown set world racing records at Longacres, widely acknowledged as one of the fastest and safest tracks in the country. For its high standards of management, its scenic beauty, and its family-oriented atmosphere, Longacres enjoyed a nationwide reputation.

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PART I. HISTORICAL INFORMATION

A. Physical History

- I. **Date of Construction:** The development of Longacres began June 23, 1933, when successful Seattle real estate investor Vinson Joseph Gottstein signed a ten-year lease option for 101 acres of the James Nelson dairy farm in the Green River Valley.¹ In anticipation of the project, Gottstein had organized the Washington Jockey Club earlier that spring. From the newly-formed Washington Horse Racing Commission, he secured a 40-day racing season to commence on August 3rd, and hired architect B. Marcus Priteca to begin preliminary design work. Priteca's earliest extant drawing for the project is a site plan of the Nelson farm parcel, dated June 21, 1933.² Subsequent drawings for the initial phase of development date from June 30 through July 18, overlapping several weeks of actual construction work in July.

To meet the August 3rd deadline, construction proceeded at a pace remarkable even by the standards of that era. Twenty-eight days from the first shipment of lumber to the site, the track was completed. A plentiful force of willing labor, made possible by widespread Depression unemployment, allowed work to continue into the night. Despite one serious downpour, construction remained on schedule.³ On opening day, August 3, 1933, Longacres boasted a freshly-painted red and silver grandstand, a two-story clubhouse with open verandas, a paddock, a jockey's building, and various smaller structures. Across the sandy racing oval and its undeveloped infield was an orderly backstretch complex of some 40 stables.⁴

2. **Property Ownership:** Longacres was shaped by a series of land acquisitions which more than doubled the acreage of the property over a period of sixty years. Joseph Gottstein's lease-option of the original 101-acre site (recorded in King County Leases Vol. 68, p. 573) was subsequently modified and extended. It was not until June 28, 1945, that Gottstein and his wife Luella purchased the land under Deed of Trust.

Soon afterward, on August 27, 1948, the Gottsteins conveyed the original L-shaped parcel of land, identified as tax lot 16, Henry Meader Donation Claim #46, to Broadacres, Inc., a corporation established by Gottstein himself. Broadacres, Inc. became the legal owner of essentially all of the Longacres site as it expanded. Most, but not all, of the

land was leased back to the Washington Jockey Club for operation and development of the race track.

The vesting deeds listed below, on file at the King County Division of Records and Elections, in Seattle, Washington, document the expansion of Longacres to its final 1990 configuration of 211.6 acres¹:

- 1948 Deed, August 27, 1948, auditor's file no. 3832692. Joseph and Luella Gottstein to Broadacres, Inc.
- The original 101-acre site described above. Leased back to the Washington Jockey Club as lease no. 1.
- 1958 Statutory Warranty Deed, August 20, 1958, no. 6407062. S. 8. Pille and Nellie Pille to Broadacres, Inc.
- First acquisition of land to the east of original site. Tax lot 18, 22.78 acres. Likely under lease by 1954 -- tax assessor's records show new barns constructed on site in 1954. In 1982, training track built east of barns on this land. Lease-back no. 2.
- 1960 Warranty Deed, January 16, 1960, no. 5134567. B. Pille and Nellie Pille to Broadacres, Inc.
- First acquisition of land for expanded parking south of original site. Tax lot 16, 17 acres. Lease-back no. 3.
- 1967 Warranty Deed, December 5, 1967, no. 6289892. Glacier Park Co. to Broadacres, Inc.
- Second purchase of land for expanded parking south of original site. Tax lot 62, 11.55 acres. Bounded on south by perimeter road. Lease-back no. 4.
- 1974 Quit Claim Deed, August 7, 1974, no. 7504010373. Glacier Park Co. to Broadacres, Inc.
- Third acquisition to the south. Tax lots 21 and 41, 27.34 acres. Remains partially undeveloped. Lease-back no. 5.

1977 Statutory Warranty Deed, September 21, 1977, no. 7709230861. Jack and Beverly Woods to Broadacres, Inc.

First and largest parcel acquired by Broadacres north of S.W. 16th Street. 1.36 acres, used as a trailer park for horse people.

1980 Quit Claim Deed, June 2, 1980, no. 8009120830. Burlington Northern to Broadacres, Inc.

Small parcel adjacent to BN right-of-way at northwest corner of site. Tax lot 192, 1.1 acres.

1982 Statutory Warranty Deed, July 7, 1982, no. 8207150362. Chris Palzer to Broadacres, Inc.

Triangle of land at far east edge of property bounded by Springbrook Creek (White River Drainage Ditch #1). Tax lot 22, 9.4 acres.

1986 Quit Claim Deed, August 19, 1986, no. 8610081471. Valley Office and Industrial Park, Inc. to Broadacres, Inc.

A roughly square parcel lying south of new (1982) triangle and north of old (1958) expanded barn land. Tax lot 1, 3.4 acres.

1990 Quit Claim Deeds, October 9, 1990, nos. 9010101591 and 9010101599. Morris and Joan Alhadeff, and Miken Corporation to Broadacres, Inc.

Small parcels, all under one acre, lying north of S.W. 16th Street adjacent to trailer park site.

The Washington Jockey Club and its successor company, Longacres Race Track, Inc., owned and operated the racecourse facilities at Longacres. Investments made in improvements of the physical plant were theirs. The Gottstein and Alhadeff families remained the majority shareholders in these companies throughout the history of the track.

In 1990, the Alhadeffs sold the Longacres property to the Boeing Company through the sale of stock in Broadacres, Inc. Longacres Park, Inc., a wholly owned subsidiary of Boeing, is the current owner of record. Boeing has since leased the track facilities to the newly-formed Emerald Racing Association from 1991 through 1993.

3. **Architects:** Benjamin Marcus Priteca, born in Scotland in 1889, was the architect for Longacres race track over most of its 59-year history. A comrade and contemporary of Joe Gottstein, Priteca continued his involvement at Longacres largely as a hobby and personal favor to his long-time friend.⁶ In 1970, a year prior to his death, Priteca turned over the ongoing Longacres commission to his associate and eventual successor, Richard F. McCann.

Priteca received a classical education in art and architecture in Edinburgh, including a five-year apprenticeship with Robert McFarlane Cameron. He was drawn to the Pacific Northwest through a travelling fellowship during the Alaska-Yukon Pacific Exposition of 1909. Sensing the opportunity for career development in fast-growing Seattle, he stayed on, serving first as a draftsman for E. W. Houghton.

Within five years Priteca had independently made a name for himself in theatre design on the West Coast. He became chief architect for the Pantages Theatre Circuit, and in the course of his career designed some 60 major theatres and 160 minor ones. In Seattle, Priteca was responsible for the ornate Orpheum and Palomar picture palaces downtown (both now demolished), as well as the moderne-styled Admiral and Magnolia theatres in outlying neighborhoods. One of his most significant commissions came from a young Joe Gottstein in 1916, for the design of the Coliseum Theatre, still standing at Fifth and Pike in downtown Seattle. The Coliseum opened with great fanfare and was widely acclaimed as the first of the deluxe picture palaces.⁷

Richard McCann worked as an apprentice to Priteca from 1968 to 1971. After the death of his mentor, McCann continued to work with Priteca associates until forming his own firm, R. F. McCann and Company, in 1974. Now based in Pasadena, California, theatre design and restoration remain a specialty of this firm. Through the 1970s and 1980s, however, McCann served as the architect-of-record at Longacres for Gottstein's son-in-law and successor, Morris Alhadeff. As in earlier decades, major alterations and expansions were undertaken during this period.⁸ A

relatively intact set of Priteca's original Longacres design drawings, along with multiple alteration drawings, currently remain in the ownership of R. F. McCann and Company.

4. **Builders, Contractor, and Suppliers:** The following firms and individuals were involved in the original construction of Longacres racecourse in 1933:⁹

Carl Blackstock - lumber delivery and on-site dimensioning

Hitching Brothers - surveyors

Charles Ive - laborer and survey crew

Idreno Ive, General Contractor

Northwest Construction - grading and excavation

Renton Sand and Gravel - suppliers of fill material

Schwabacher Hardware - hardware supply

Washington Asphalt Co. - "penetration emulsion placed under and around the grandstand"

West Coast Painters, Inc. - painting of all facilities

For each of the 40-some stables planned for the backstretch complex, concrete footings were poured by the general contractor, Idreno Ive, and lumber was dimensioned at an on-site mill. Each barn was then erected by a different, individual free-lance carpenter.¹⁰

5. **Original Plans and Early Development, 1930s:** Extant architectural drawings signed by B. Marcus Priteca, along with historic photographs and aerial views, together provide a relatively complete visual record of Longacres in its formative first decade (see Photo nos. 1, and 21 through 26).

Few contemporary descriptions of the racecourse have come to light, but opening-day events gave the local press reason to expound upon the track's spectacular setting. In one of the first of his many pieces on racing at Longacres, local turf-writer Joe Hernandez of the Seattle Post-Intelligencer set the scene:

Western Washington's gift to the turf empire,
artistically set on the glorious greenery fringing the

White River, blossomed forth with the first day of its forty-day season of Thoroughbred racing...

Eleven thousand Washington fans were comfortably accommodated within Longacres' confines and these 11,000 lovers of the galloping steeds thrilled supremely to the return of the thoroughbreds after twenty-five years of "darkness."

Still other Post-Intelligencer correspondents reported:

There was gaiety, color, and splendor. Set in a picturesque locale, the spectacle brought to the Pacific Northwest scenes more common on the Atlantic seaboard and in Europe. Women were smartly gowned and men nattily attired....

Social, industrial and financial lights of the great Northwest were to be seen throughout the race track, with the clubhouse veranda and terrace a symphony in color.¹¹

The site which Joseph Gottstein had leased just a little over a month before opening day was situated in the heart of a rural landscape, at a country crossroads known as Renton Junction. To the north the valley narrowed between low hillocks, opening into the broad floodplain of the Duwamish, Seattle's developing industrial corridor. To the south stretched the fertile valley of the Green River dotted with dairy farms and truck gardens, still untouched by urban expansion. In the distance rose a breathtaking, unobstructed view of Mt. Rainier.

Gottstein's parcel was L-shaped, bounded along its 1,740-foot northern perimeter by the Renton Junction Paved Highway (now S.W. 16th Street), and along its 2,695-foot western perimeter by the right-of-way of the Northern Pacific Railroad, now the Burlington Northern.¹² The acreage was a flat, open pasture, largely cleared of trees and stumps in previous decades by dairyman James Nelson. The only vegetation remaining on the site were some stubborn cottonwood trees which had to be dynamited out.¹³ The sandy, alluvial soil was free of stones and well-suited to the creation of a springy track. In its First Biennial Report to the Governor in 1934, the Washington Horse Racing Commission remarked:

The Longacres racing plant, operated by the Washington Jockey Club, proved to be one of the world's fastest race courses. Of a river bottom loam, it proved at

the same time the kindliest of racing strips for the running of thoroughbreds."

A key drawing among the collection of original Priteca designs from the summer of 1933 is the "Plot and Track Plan." The drawing depicts a racing track oriented north to south, 32 feet in width, with a notation to dimension the one-mile oval in exact accordance with the directions of the Track Master. Ranged along the west side of the oval, north to south, are a detached Grandstand, Clubhouse, Paddock, and Jockeys' Building. At the northeast corner of the property in the "L" extension, are shown 15 stables with room for more. "Auto parking" is indicated all along the west and north boundaries of the property. Most intriguing is the delineation of a wooden fence to entirely enclose the racing oval, the frontside facilities, and the horse barn complex. Detail drawings show flagpoles to be posted along this fenceline every 200 to 250 feet.

A comparison of the original site plan with photographs and aerial views from 1933 to 1939, reveals that Longacres was in fact laid out much as planned, but with additional stables. Some continuing modification occurred over the remainder of the decade. During the first racing season the infield retained the muddy scars of construction traffic over much of its surface. Rudimentary paths were worn by the horses moving from the stable area to the paddock and returning from the winner's circle. A 1936 view reveals patterns of mown grass or hay over much of the infield (see Photo no. 1). In this view a drainage channel, which appears to follow a former stream meander, is visible at the south end of the oval.¹⁵ Embracing the north and south turns are distinct single rows of newly-planted Lombardy poplars, the earliest of Joe Gottstein's efforts to landscape the site. Photographs of opening day of the 1937 season document the beginning of a long tradition of floral landscaping in the infield, with "Longacres" delineated in a color-contrasting flower bed just northeast of the tote board.

Five original Priteca drawings from June and July of 1933 depict the design of the 60 x 300-foot Grandstand (see Photo nos. 1-21 and 1-22). The structural system consists of steel columns and wooden beams. Wood and steel-laced members frame the hipped roof. The rear or west face of the grandstand is clad with "rustic" siding. Expansive multi-paned windows shed light into the open pari-mutuel betting area beneath the grandstand. There, 34 "buying booths" and 17 "paying booths" are ranged along the west wall, and

behind them in a single-story wing are specialized offices and accounting rooms.

The drawings further indicate wooden bench seating of uncertain capacity, and, separated by a "promenade," 33 box seats grouped in five bays. A combination of pipe and wood railings are shown. On the roof at its south end is a polygonal "broadcasting room" with rustic siding. Two gambrel-roof dormers appear on the west slope of the roof. Another drawing depicts a decorative pattern of red and black composition roofing, in a geometric Art Deco theme that was incorporated in design details throughout the race track complex. Along an ornamental wooden parapet six flagpoles are evenly spaced.

A comparison of Priteca's 1933 grandstand drawings with historic photographs of the first racing season indicates that it, too, was built much as designed with some small variations. Eleven flags instead of six, for instance, were put up along the parapet, and minor last-minute changes were made to the ground floor offices. But, at the close of the first meet, architect Priteca began almost immediately to plan for an expansion of the grandstand's seating and pari-mutuel capacity. Subsequent drawings and photographs dating from November of 1933 through 1939 (see Photo nos. 21, 23, 24 and 25) trace the evolution of the grandstand. In place by the summer of 1934 were an additional row of box seating, a new single-story betting wing extending to the north, and additional open pari-mutuel windows at the south end of the grandstand. Wooden open-air bleachers with a seating capacity of 5,560 had been erected north of the grandstand. Below these bleachers a lunchroom, bar, and restrooms were installed. In 1935, Joe Gottstein's office and all other important administrative functions including the Racing Secretary's office were relocated into the small north betting wing. In 1937, an important visual change was made to the roofline with the introduction of a festive, Art-Deco styled "steward's booth" above the original broadcasting room. A smaller version of the same stepped, ziggurat-roofed structure was placed at the parapet further to the north.

Four drawings for the original Clubhouse at Longacres remain in the McCann collection of Priteca drawings (see Photo no. 2-20). Early-day photos show that the building was constructed much as designed, in a crisp Colonial Revival style. The Seattle Post-Intelligencer society pages described the Clubhouse on opening day as "a small model of Mt. Vernon, ...gay with flags."¹⁶ Of wood-framed construction on concrete footings, the building's most distinctive exterior feature was a handsome, two-story

veranda or gallery, articulated by eight wooden posts, with tiered seating on both levels offering full views of the finish line. Priteca's plans called further for rustic exterior siding and "slate surfaced ready roofing in two colors." At the south end of the building was an observation tower, square in plan, its open deck enframed by a geometrically-styled railing that echoed the theme of the ornamental balustrades along the gallery below.

In section, the Clubhouse was rather ingeniously designed and constructed to enclose an offset, secondary gable which served as the "vaulted" ceiling of the clubhouse bar. The lounge, and a small private dining room adjacent to it, were the only public interior spaces -- the kitchen and other service functions were housed under a shed-roofed extension along the rear (west) side of the building. Priteca's 1933 drawings for this interior specify 12-inch cedar-board panelling for walls and 3/8-inch tongue-in-groove panelling for the ceiling. Exposed structural members consist of 6 x 12-inch beams, 6 x 8-inch rafters, and chamfered trusswork. A massive cut-stone fireplace with a simply-carved mantelpiece and decorative brick hearth are depicted. At the far south end of the clubhouse bar is an open flight of stairs with molded wood detail, giving access to the second story veranda.

Although no historic photographs of the clubhouse interior have come to light, remaining physical evidence today indicates that the room was executed much as designed, with the exception of pine wall panelling in lieu of cedar. Few changes were made to the clubhouse during the 1930s. By 1937, however, dated photographs reveal that a raised connection between the clubhouse and grandstand had been put in place, creating a sort of open court with betting windows between the two structures. In a 1939 photo, the viewing deck on the clubhouse roof has been remodeled over the east slope of the roof with the addition of an enclosed observation booth (see Photo nos. 23, 24, 25 and 2-21).

Architect Priteca's design for the Paddock is dated June 28, 1933. The drawing depicts a wood-framed gable-roofed structure to be situated south of the clubhouse and set back from the track. Not including the generous roof overhang around its perimeter, this open shelter measures 41 x 57 feet in dimension. The upper gable ends are sided in rustic, and the roofing is "slate surfaced ready roofing in two colors laid horizontally." Fourteen stalls are delineated within the shelter, but apparently no particular design was originally envisioned for the open space that fronted the track. In several early 1930s photographs, the

open paddock appears simply as an area enclosed by picket fencing. By 1939, however, the paddock had been more formally landscaped, with a boxwood hedge inside the fence, a saddling ring around which horses and riders might parade prior to a race, and a central "green" embellished with an ornamental flowerbed at its center (see Photo no. 4-8).

Priteca's original design drawings include plans for the **Jockey Building** to be located just south of the paddock. A small, gable-roofed structure with a single-story, flat-roofed wing to the east, it measures 40 x 22 feet in dimension. A screened entry faces the paddock, and from the attic level jockeys could exit out to the roof deck for a full view of the racing oval. Inside the building is a large dressing room with steel lockers; a scale for weighing in; a shower, toilet and utility room, an office, and a "drying attic," accessed by ladder, for drying of the silks after a race.

Built as designed, no changes to the jockey building in the 1930s have been documented through photographs or architectural drawings.

Among the original design drawings dating from the summer of 1933 are those illustrating smaller, **Auxiliary Structures** to be located around the main buildings as well as within the infield. Photographs document that most of these elements were in place for the opening meet that year. But many had been altered or removed altogether by the end of the decade. These features contributed aesthetically to the larger design theme of the racecourse, but they were functional in nature and some were vulnerable to new technology.

The perimeter fence around the track and grandstand area, according to Priteca's detail drawing, was to be constructed of 7/8 x 6-inch solid boards with a decorative stepped detail and flagpoles at regular intervals. Although no flags or flagpoles can be identified in the available aerial views from the 1930s, the overall configuration of this perimeter fence with its stepped detailing was clearly built as designed. Access to the grounds within the fence was possible at three gates: Gate #1 gave access into the stable area east of the racing oval; Gate #2 was the main entrance for patrons located just north of the grandstand; and Gate #3 opened at the rear of the clubhouse for members only. A second, more decorative fencing design was employed within the complex to control circulation. Low pickets composed of 1 x 3-inch and 1 x 6-inch boards of staggered

heights, separated the members-only apron in front of the clubhouse, encircled the paddock, set off a space around the tote board and timer's stand in the infield, and separated fans along the frontside from the racing oval itself.

A drawing dated June 30, 1933, depicts the main ticket offices and ticket-taking booths to be situated at the entrance gate just north of the grandstand. These three ticket offices had hipped roofs, projecting bay windows, and board-and-batten siding. Aerial views confirm the placement of these structures as planned, with little change until their redesign in the following decade.

Early 1930s photographs document that an elaborate judges' stand was originally built as designed (drawing dated July 3, 1933) on the grandstand side of the finish line at the winners' circle. It was an ornate octagonal tower with a copper-clad roof and spire, interior stairs, and a second-story perimeter balcony with a pipe railing. At ground level the stand was encircled by picket fencing within which the official jockeys' scale was situated. By 1937, this tower had been dismantled, perhaps because it blocked crucial views of the finish line from the grandstand and clubhouse.

- Priteca's 1933 designs also encompassed important functional details pertaining to the racing oval itself, including the inner and outer rails, starter stands, patrol judges' towers, and the colorful marker poles. The original rails were simple wood fences angled toward the track and constructed of 4 x 4-inch and 4 x 6-inch lumber.

Across the finish line from the judges' stand was the timer's stand (also known as the infield steward's stand), included in a Priteca drawing dated June 30, 1933. The timer's stand was built as designed, and is visible in many 1930s photos of the race track (see Photo no. 26). Similar in appearance to the judges' stand across from it, the timer's stand was equipped with loud speakers and ornamented with flower boxes at its base. The timer's stand was removed by 1938, its function outmoded by the brand-new automatic Totalizer or "tote" board installed at Longacres that season.

The original tote board was, like the rest of the earliest features at Longacres, a simple wood-framed structure with a certain picturesque quality. It was manually operated, and provided racing fans a display of horse number, rank in the morning line, and approximate odds. At its base was a planter of flowers and latticework. In its picket fence enclosure next to the timer's stand, the original tote board

remained in place until its replacement by the Totalizer in 1938 (see Photo no. 26).

At the rail line between the old tote board and timer's stand was a manually-operated decorative clock which gave the post time reminder. The clock appears in a detail drawing of July 18, 1933 and in at least one early '30s photograph, but by the 1937 season it had been removed.

Priteca's original designs include one drawing of a prototypical Stable. Longacres stables, or horse barns, were to be constructed in the backstretch at the northeast corner of the property. The infield path to the paddock led out from the far south end of this barn complex. Initially, the entire acreage at the north end of the racing oval was reserved for auto parking, and no barns extended into that area until later years.

Precise documentation which would pinpoint the exact number of barns erected in 1933 has not yet come to light. Notes on a Priteca roofing drawing dated July 10 indicate that 30 barns would be put up, and a schematic site plan from May of 1934 shows 30 barns in place (see Photo no. 22). In aerial and birdseye views from 1933, however, at least 36 barns appear to be standing in 12 rows of three barns each, oriented in an east-west fashion. Turf writer Joe Hernandez's opening day articles in the local press announced that 500 horses could be accommodated in the newly-constructed stables. Apparently that number of barns proved inadequate, because mid-way through the first season, a large canvas tent with 100 frame stalls was put up to house the overflow.¹⁷

Each original wood-framed stable at Longacres was constructed by an independent carpenter/contractor. With dimensions of 100 x 20-feet and gabled roofs with 4-foot overhangs, each barn enclosed nine bays on either side, seven of which would function as horse stalls and two as tack rooms.¹⁸ Concrete footings, 2 x 4-inch stud construction, rustic siding, and "slate surfaced ready roofing" are called for in Priteca's original design, dated June 27, 1933. According to this drawing, each barn was to be wired for electricity, and was to feature stall doors with "sliding shutters."

The backstretch continued to grow and evolve over that first decade of operation in the 1930s. Photographs and floor plans among the property records of the King County Assessor indicate that some stables built in the 1930s were only of single-stall depth. These narrow barns are those which

clearly appear in the 1936 aerial view of Longacres (see Photo no. 1), along the perimeter at the northeasternmost corner of the site. They also include the barns which came to be known as "Canadian Row," under construction in 1936 and nearly complete by 1938. Another change which can be traced through photographic evidence is the extension of the 4-foot roof overhangs to 10-foot shedrows with wood frames and canvas awnings. In the 1936 aerial (see Photo no. 1), about half the barns are making use of these temporary canopies, but a 1940 view shows almost universal use. The large Thoroughbred Racing Association barn, where Joe Gottstein stabled his own thoroughbreds and celebrity horses were boarded, appears at the center of the original 36-barn cluster along its eastern edge. The Drumheller Barn, occupied by horses from the extensive stables of the Drumheller family in Walla Walla, stood at the far east end of "Canadian Row." William Boeing also brought race horses to the Longacres backstretch in the first decade -- his stable location has not been documented.

6. **Expansion and Alteration, 1940s -- 1980s:** Over the five decades that followed, Longacres continued to experience almost constant physical change. Perhaps few such facilities have been so thoroughly transformed in such a short period of time. While its original and primary function -- thoroughbred horse racing -- remained always the same, Longacres' physical adaptation to shifting cultural trends accounted in large measure for its continued popular success.

The greatest single impetus for change was the ever-increasing size of the audience. From an opening-day crowd of 11,000 in 1933, to an all-time record high of 25,031 on Mile Day in August of 1981, attendance grew steadily.¹⁹ Moreover, the racing season was extended in length, each year, from an initial 40-day meet in 1933, to a record 146-day meet in 1986. Racing in the rainy months of the Pacific Northwest spring and fall required more sheltered accommodations for fans. Periodic winter flood damage plagued the track and resulted in significant physical improvements until the construction of dikes along the Green River and the completion of Howard Hanson Dam in 1963. Over time, the addition of more and varied races to the seasonal Longacres program attracted growing numbers of horsemen, and the backstretch facilities were enlarged accordingly. Finally, Morrie Alhadeff's successful marketing campaign to draw a family audience to Longacres influenced design decisions on the public side of the track. To keep pace with these diverse trends, Longacres management made annual improvements and additions to the physical plant, treating

even major alterations as a necessary part of on-going maintenance.²⁰

The following paragraphs outline the major physical changes which occurred at Longacres over a 50-year period. The facility is so large, and the incremental improvements so extensive and so continuous, that it is not possible (nor particularly useful) to track every modification. A comparison of current-day photographs with the visual historic record provides the best understanding of the magnitude of change that took place.

Documentation for these major alterations derives from a combination of sources (described more fully in Part III, Sources of Information), specifically: Priteca and McCann architectural design drawings, historic photographs and aerial views, King County Assessor property records, and knowledgeable informants such as architect Richard McCann, former Track Superintendent Russ Snider, and former owner Ken Alhadeff. Where there is conflict amongst the various sources on dates, or simply a lack of construction date information, approximate dates are given based on available photographic evidence.

Evolution of the Site The Longacres site as a whole experienced incremental expansion, land use modification, and landscape development over time (compare Photo nos. 1 and 2).

- Early 1940s Lombardy poplar trees planted in 1934 along north and south turns of oval become visible boundaries.
- By 1946 Poplars are established along backstretch, as a parking screen behind the strip of lawn at northwest edge of track, north of the original 36 barns, and behind the open bleachers.
- 1946 Carpenter shop, first structure of maintenance complex, built at southwest corner of oval.
- 1948 Original 1933 paddock barn moved south of carpenter shop to serve as maintenance garage (later the mechanics shop).

- 1958 22+ additional acres acquired east of racing oval for expansion of the backstretch barn area.
- Late 1950s Original north parking fields reduced by expansion of the barn area to the west.
- 1960, 1968, 1974 Approximately 75 additional acres acquired in three increments to south of site for expanded parking.
- By mid-1960s Poplar trees well-established within original 36-barn area, and those all along east edge of track are topped; new rows of poplars delineate parking lots at south end of site.
- 1974 Washington Horse Breeders Association (WHBA) sales pavilion constructed south of backstretch barn area.
- 1982 9+ additional acres acquired at northeast corner of site, bounded by Springbrook Creek.
- 1982 A 1/2 mile training track developed on eastern half of 1958 acreage, where manure storage area had been.
- 1985 Five WHBA sales barns erected at far southeast corner of property.

Racing Oval and Infield Changes The track and infield experienced significant physical changes over time, although on the whole, they remained the most constant visual component at Longacres. Some changes, such as the landscaping around the tote board and resurfacing of the track, were gradual and incremental in character, others more specific in time.

- 1943 Military barracks constructed behind the tote board during the dark season of 1943, and remodeled as a summer residence for the Gottsteins by 1945.
- 1946 Winners circle redesigned with a low brick perimeter wall.

- 1953 Concrete wall replaces original picket fence along final stretch, after a horse vaults into the crowd during the 1952 season.
- Early 1960s Steel tube rail replaces original wood rail all around oval.
- 1960 6 1/2 furlong chute extended at southeast corner of oval during winter of 1959 flood damage repairs.
- 1967 Second tote board erected at north end of final stretch to service new grandstand.
- 1968 Infield path widened and landscaped.
- 1991 Racing oval raised 3 1/2 feet to improve sight lines and compensate for settling.
- 1992 The north turn and all site features north of the backstretch "gap" are demolished for start-up of Boeing Customer Services Training Center construction.

Alterations to the Grandstands To keep pace with increasing attendance, a multitude of modifications and additions were made to the grandstand facilities over time. Although these began with the construction of an entire section of open bleachers in the second season of racing (1934), the scope and scale of alterations grew in the period from 1940 to 1990. Seating capacity ultimately increased to 25,000 in 1982.

- 1946 An additional two tiers of box-seating added along length of original grandstand, one at far south end for the press.
- 1946 New ticket booths and entrance gates of Roman brick erected at north end of grandstand.
- By 1952 Announcers' booth on roof remodeled, and a timer's booth of similar design erected at north end of grandstand roof.
- 1953 New flooring installed in the stands and in betting area below.

- Early 1960s Stewards booth and photofinish tower on grandstand roof remodeled and second story added to the latter.
- 1965 Open wood bleachers north of original grandstand replaced with steel and concrete.
- 1966, 1968 Brick-faced Pavilion for betting and concessions, with bleacher seating above, added onto north end of original grandstand, in two stages.
- Early 1970s Open area below box seating of original grandstand enclosed for weather protection.
- 1973 Roof added over entire bleacher/pavilion structure bringing first use of name "Big Bertha."
- 1973 Single-story offices added to west face of grandstand over an 8-year period.
- 1974 Festive Gazebo Terraces, open-air seating in a landscaped garden, constructed at far north end of grandstands, its purpose to attract family gatherings.
- 1975 Media Center for television broadcast inserted in top 3 rows, south end of original grandstand.
- 1982 Concrete North Grandstand and Terrace Pavilion around gazebo added after overflow crowds turned away in September, 1981.

Evolution of the Clubhouse Of all the facilities at Longacres, the clubhouse underwent the most extensive physical transformation over time. The original free-standing, Colonial-Revival building was gradually obscured behind layers of additions to it in all directions. From the 1930s on, a structural connection was made with the grandstand to the north, and that connection in turn evolved and expanded. The interior of the clubhouse became a labyrinth of interconnected restaurants, lounges, and betting areas.

- 1946 A second observation room, or "cupola," built nearer the finish line at north end of the clubhouse roof, with a multi-paned connecting corridor along the ridgeline.
- 1946 Connecting bridge to grandstand expanded to incorporate a cocktail lounge. 25 box seats extended outward from terraced veranda.
- 1948 42 additional box seats extended east and south of clubhouse veranda.
- 1953 Larger press box built into connection between clubhouse and grandstand.
- By 1953 Original veranda railings sheathed with vertical board-and-batten siding.
- 1955 New two-story wing appended south of the clubhouse overlooking the paddock to house the members-only "Turf Club."
- 1959-'60 Connecting spaces between clubhouse and grandstand expanded west as spacious two-story mezzanine betting areas.
- 1961 Second expansion of Turf Club addition to the south.
- 1965 Brick-faced addition made to west of clubhouse, creating Broderick Room and Gallery.
- 1968 Original second-story clubhouse veranda hidden behind extension east toward track, resulting in expanded restaurant/lounge seating.
- 1972 Betting mezzanines and clubhouse proper expanded 20,000 sq. ft. to the west.
- 1974 Clubhouse verandas enclosed with glass for extended seasonal use.

Changes to the Paddock Like the other components at Longacres, the paddock also evolved, undergoing a major alteration every 15 years or so.

- 1948 Original hipped-roof shelter replaced with a framed, L-shaped open structure lining the south and west sides of the saddling ring.
- By 1949 Saddling ring landscaped with boxwood hedges.
- 1965 Paddock shelter refaced with brick and remodeled with 16 stalls.
- 1978 The Paddock Club, two-story concrete-and-steel lounge and betting facility constructed above a newly redesigned paddock.

Jockey Building Expansion The jockey building, commonly referred to as the jockeyroom, underwent three major expansions and, by 1966, bore no resemblance to its original design.

- 1946 Major addition made to the east toward the track with an expanded roof deck for race viewing. Nine-room facility then included a steam room and cafe, and was written up in Washington Horse magazine.
- 1960 Frame building resurfaced with stucco.
- 1963 Small sauna appended to the west.
- 1965 Second floor "rec room" added with a decorative copper spire roof and geometrically styled railing, open-walled patio fully enclosed.
- 1979 Quarters again extended, this time south, with another rooftop viewing deck.

Development of the Backstretch Barn Area As Longacres gained fame in the racing world, more and more thoroughbred horses required stable space in the backstretch area for the racing season. This pressure brought about change and expansion over the years, but the physical integrity of the backstretch and its sense of place remained strong, until construction crews demolished all but ten of the original 1933 stables as the Boeing CSTC project got underway in the fall of 1992. The backstretch functioned as a small

community, its structures and features specialized and key to the whole. Barn styles evolved over time, but the basic concept of stable-design was repeated in the barns of several decades.

- Early 1940s Half-stables extended all along the north turn, filling out the "Canadian Row" series begun in the 1930s.
- 1946 Small, frame tack shop built at the north entrance gate to the original barn area.
- 1948 Combination cafe and barbershop built at southwest corner of barn area, next to track. Older cafe demolished.
- 1954-'55 Major changes to the backstretch included: construction of the Racing Secretary's office; opening up of the "Gap" (or, corridor leading out across the track and infield) with removal of one barn; 54 x 28-foot concrete block addition to the cafe for restaurant seating; and initial construction of up to eight new 30-stall barns on newly-leased acreage to the south.
- 1950s Construction of concrete block restrooms throughout backstretch area.
- Late 1950s Five new barns constructed in north parking lot; wood-framed horse-shoeing shop built; rear office and observation tower added to Racing Secretary's office.
- 1962 Concrete "rec room" added to cafe; frame addition made to tack shop.
- Mid to late 1960s Eight more new, 30-stall barns built as planned to south.
- Late 1960s WHBA builds four large, new barns at far south end of backstretch.
- Early 1970s Veterinarian's building built after horse suffers serious injury in a race; cafe again remodeled.
- 1977 Barn Superintendent's house built at north end of backstretch at entry gate.

- 1992 All but 10 early barns north of "gap" are demolished for start-up of Boeing construction.

B. Historical Context

1. **Horse Racing in the Pacific Northwest:** The roots of "the Sport of Kings" in the Pacific Northwest are found in a melding of Native American and Euro-American cultural traditions. As early as the 1780s, coastal natives west of the Cascade Mountains enjoyed the ownership of horses descended from Spanish territories to the south. On their overland journey to the Pacific, the explorers Lewis and Clark recorded their surprise at the calibre of native-bred Pacific Northwest horses. The breeding and racing of fine horses emerged as one of Washington Territory's earliest industries, along with fishing, mining, and logging. Horses were valued by settlers and natives alike for their strength and speed, as tools for transportation, as aids to agricultural activity, and as instruments of sport.²¹

The first written record of horse-racing competition in the Pacific Northwest comes from the journals of the Hudson's Bay Company post at Fort Nisqually on Puget Sound. There, Native Americans and Hudson's Bay employees staged a racing meet in 1842 for visiting members of the Wilke's Expedition. By the 1860s, races were held on private tracks and at fledgling community racecourses throughout the Territory. At his pioneer farm on the Duwamish River just south of Seattle, Luther Collins had a racing oval. Even at this early date, horses were brought overland from as far away as California, Victoria, and coastal areas for races in the Puget Sound country.

In the 1870s, professional racing circuits took shape when transcontinental railroads first pushed into the region offering rapid long-distance travel. From western Montana, to southern Oregon, to British Columbia, a triangle of horse-racing activity developed. In the same decade, the bloodline of the Thoroughbred spread throughout the country. The first known thoroughbred horse in King County, Washington, was purchased by professional gambler and brothel-owner John Pinnell of Seattle from Leland Stanford of California. From the beginning, gambling played a crucial role in the commercial success of professional horse racing. The practice of gambling, strongly rooted in native, European, and Asian cultures, encouraged the multi-ethnic popularity of the sport even in its earliest years.

Race horses of all breeds in these early decades came out of small, privately-owned stables, but more significantly out of commercial stables associated with businesses that relied upon strong, fast horses -- breweries, drayage companies, and liveryies. The top winning horses from these stables became important advertising tools for their sponsors. The horse "Spokane," which won the 1889 Kentucky Derby, was the property of the owner of the successful Seattle Transfer drayage company.

By the 1880s and 1890s, horse racing in the Pacific Northwest was highly organized. Private jockey clubs sought to maintain uniform rules and to regulate the sport. Professional breeders, trainers, and riders made their livings within the industry. The racing circuits remained vulnerable to economic fluctuations and demographic changes within the fast-growing region, and racing meets were often abruptly shifted to boom-town localities. As property values increased in expanding cities, racecourses were pushed further to the outskirts of town. Smaller communities often built permanent facilities at the local fairgrounds. At the turn of the century, horse racing was thriving in the Pacific Northwest, attracting participants from Canada to Mexico. To support it, a small but excellent breeding industry had flowered in Washington State from its Native American roots.

2. **Horse Racing in Seattle:** It was in this milieu that the growing city of Seattle acquired its first formal, east-coast styled racecourse in the summer of 1902. Built just upriver from Georgetown in the Duwamish River Valley on what is now Boeing Field, "the Meadows" was a popular but short-lived phenomenon. Organized by the King County Fair Association, the Meadows' chief backer and manager was a well-known former state senator and horse-breeder, Aaron T. Van Devanter. Another investor was Meyer Gottstein, successful whiskey wholesaler and the father of young Joseph Gottstein.

The Meadows boasted a one-mile racing oval 60-feet in width, a spacious grandstand with a seating capacity of 8000, and an elegant clubhouse erected by the Seattle Driving Club. The infield featured a large ornamental pond, and the stables accommodated up to 600 horses. Van Devanter himself built a commodious country residence on the grounds."

On opening day, August 18, 1902, the Meadows drew a crowd of 3000 fans. The Seattle Electric Company ran extra trains on the Interurban line for the event, but it was still necessary to add on cattle cars with open seating. That practice became standard during subsequent racing seasons.

Seattle's elite were soon attracted to the Meadows as well, some of them traveling in their own newly-acquired automobiles. Meyer Gottstein's family became regular attendees, and through these visits and exposure to his father's private stable of thoroughbreds, Joe Gottstein developed a love for the color and excitement of the race track.²³

Gambling was part of the excitement at the Meadows where some 150 bookmakers operated independently. Off-track betting took place in saloons, especially in wide-open Georgetown itself where no local option laws had restricted the sale of liquor. Increasingly, as a mood of moral reform swept the nation from the east coast to the west, Seattle politicians sought to clean up the city's vices before the opening of the Alaska-Yukon-Pacific Exposition in 1909. Liquor, prostitution, and racetrack gambling became the targets of a reform-minded local press. The Meadows was charged with corruption and race-fixing, and pilloried as a sink hole of "disgrace, ruin, despair, and suicide."²⁴

To eradicate the problem once and for all, Seattle's representative to the state Legislature, "Holy" Ole Hanson, waged a campaign against bookmaking, and in 1909 introduced a bill banning race-track gambling. The bill passed unanimously, and was followed by equally stringent local anti-gambling ordinances in cities and towns across the state. After only seven seasons of operation, the popular Meadows shut down. Professional thoroughbred racing in Washington came to a halt, and the fledgling breeding industry which depended upon it, was dealt a near death-blow. Horse racing on an amateur level continued at small local meets and county fairs, and the rodeo industry came to life in Washington during this period. But the resurgence of the "Sport of Kings" would wait 25 years for the return of a supportive moral and economic climate.²⁵

3. **The Gottstein Era at Longacres 1933 -- 1963:** The Great Depression ushered in just such a change of climate in the state of Washington in 1933. Suddenly, the notion of generating state revenues through taxes on horse racing, gambling, and liquor sales became attractive to lawmakers. In March of 1933, Representative Joseph D. Roberts of King County successfully pushed through House Bill 59, a measure which legalized the pari-mutuel form of race track gambling.²⁶

The Race Track Bill stipulated that five percent of the gross amount wagered at tracks across Washington be directed to state coffers. Under Section 9 of the bill, 80 percent of this take would be distributed to the counties for their

contributions to an Old Age Pension Fund, and the remainder would be applied to the establishment of the Washington Horse Racing Commission. The duties of the new Commission were defined to include the granting of racing licenses, the allotting of racing seasons or meets, and the policing of race tracks and associated gambling activities.²⁷ Serving on the state's first Racing Commission were chairman Edwin J. Brown, state senator from Tacoma, Dr. A. R. Galbraith of Centralia, and Allen Drumheller, whose Walla Walla ranch had been breeding fine race horses since the 1880s.²⁸

The moral opposition to race track gambling had not by any means disappeared. On the eve of the passage of House Bill 59, the Seattle newspaper The Argus complained:

Any good hustler who goes to the legislature with only one bill to back stands a pretty good show of putting it over....

Joe Roberts -- Radiospeaker Roberts, if you please, has adopted that step child of iniquity, the race track bill....

Again I want to point out that we once had a race track bill, and a race track, and it became so much of a nuisance that the best element in the state succeeded in having the measure repealed.²⁹

When the iniquitous bill became law, churches joined with the Grange, the PTA, and the local press in a last-ditch effort to repeal it. A referendum campaign was launched and seemed to gather force through the spring, even as plans for Longacres took shape. By June 7, 1933, the petition effort had died a sudden death for lack of signatures.³⁰

Behind the scenes in the push for legalized thoroughbred horse racing was self-made millionaire Vinson Joseph Gottstein. There was much in Joe Gottstein's background which presaged his eventual creation of Longacres. Early summers at the Meadows, jaunts to east coast tracks while a student at Brown University in Rhode Island, and a family visit to Longchamps racecourse in Paris, fired his life-long passion for horse racing and gambling.³¹

As a young businessman in Seattle, Gottstein displayed a consistent willingness to take risks. When Prohibition shut down his father's wholesale whiskey business, Gottstein saw the future in the entertainment industry. His decision in 1916 to build the lavish Coliseum Theatre for moving pictures, without the usual stage for legitimate productions, was a decided gamble. As a speculator and developer of real estate in the 1920s, Gottstein was most successful. He began to work in informal partnership with

theatre-owner William Edris in the years following World War One, and together the two bought, sold, and built numerous commercial buildings in downtown Seattle. In 1930, Gottstein brokered a ten million dollar real estate deal that made headlines in the Post-Intelligencer.³²

Despite the promise of that transaction, the full force of the Great Depression soon brought Seattle business to its knees, and Gottstein, too, suffered enormous losses on paper. In the midst of this economic disaster, Gottstein contemplated an even greater gamble and determined to build a thoroughbred race track. Knowing that his project hinged upon the passage of the race track bill, Gottstein pursued that angle with the help of up-and-coming politician Warren Magnuson, and Native American legislator George Adams of Shelton. In the meanwhile, Gottstein organized the Washington Jockey Club. Bill Edris joined in as a major investor. When three potential California backers withdrew their support, Gottstein and Edris moved forward alone.³³

Joseph Gottstein and Associates, doing business as the Washington Jockey Club, were among the first to make application to the newly-formed Washington Horse Racing Commission for a racing license and meeting dates. Only seven licenses were granted by the Commission in that first year of legalized racing, and the Washington Jockey Club's was one of only two that were actually taken up. According to the First Biennial Report of the Commission:

...the other licenses have not been acted upon, due to the licensees' failure to meet the Commission's requirements as to financing, personnel, etc.³⁴

With the Commission's award of a 40-day racing meet in hand, and the referendum forces in full retreat, Gottstein wasted no further time in finalizing his lease on the Nelson farm at Renton Junction. That concluded, project architect B. Marcus Priteca was authorized to proceed with design drawings. When Longacres opened as scheduled on August 3, 1933, to a rousing crowd of 11,000 fans, the Sport of Kings had returned to the Pacific Northwest and Joe Gottstein's long-time dream was realized.

For Longacres inaugural meet, Gottstein had wisely recruited some of the most experienced, well-connected racing officials on the west coast. General Manager Jack P. Atkins of California helped to promote Longacres in that state. Racing Secretary George Cruikshank, promoter and former King County Assessor, had helped to guide the racing bill through the Legislature. Webb Everett, J. S. Rothert, and James

Gallagher would serve as finish line judges. Even turf writer and race caller Joe Hernandez was imported from California.³⁵

Despite good management and growing attendance, Gottstein's Longacres gamble did not turn a profit in its first decade of operation. The track lost money and, in 1937, William Edris withdrew. To keep purses high, Gottstein took out a mortgage on the Coliseum Theatre and sold his shares in the Seattle Seahawks semi-pro hockey team. At that point Gottstein's friend B. N. Hutchinson infused new capital into the business.³⁶ All the while Gottstein continued to invest (as he would in future decades) in plant improvements, in promotional events, and in an expanded racing program. In its First Biennial Report to the Governor, the Washington Horse Racing Commission described the effect of the earliest improvements:

Additional facilities were provided in the 1934 season, and the grandstand, clubhouse, bleachers and lawn are now adequate to accommodate upwards of 25,000 people, and are often taxed to capacity.³⁷

In 1935, Gottstein introduced a showpiece event to the seasonal program, the Longacres Mile. With its \$10,000-added purse, it was the richest, fastest, and soon proved the most dangerous race in the country. In the inaugural running of the Mile, the Kentucky-bred Coldwater delighted crowds to win by a head at odds of 17 to 1. The Longacres mile gave the new racecourse its identity and generated publicity nationwide. For local racing fans, it became the highlight of the season.³⁸

In the late 1930s came some important technological innovations to the track, bringing Longacres "in line with the other major racing plants of the United States."³⁹ For the 1938 season, Longacres introduced the all-electric Totalizer, the first of its kind in Washington. As described by the Washington Horse Racing Commission, the totalizer was a combination printing machine, adding machine, and indicator. As wagers were placed at the pari-mutuel windows, tickets were printed and automatically issued by the "tote" machine. The total amounts bet in straight, place, and show categories were instantaneously registered as electrically lighted figures on the large infield indicator board, allowing fans to note the changing odds. After the race was run, the "tote" board automatically displayed the complete picture of the winning horses, including total amounts wagered, odds, and returns to be paid on winning tickets.⁴⁰

A second improvement installed at Longacres in the 1938 season was the track's first photo-finish, or "eye in the sky" camera. Mounted high on the judges' stand, the camera shot a series of sequential shots at the finish line. Within three minutes time, the images were developed in the photo-finish tower, turned over to the racing stewards, and projected on large screens in the clubhouse and grandstand.⁴¹

Gottstein introduced a third major technological advance in the 1940 season at Longacres. The old, horse-pulled Bahr starting gate was replaced by a new, streamlined "Santa Anita Westinghouse Magnetic Control Starting Gate." The mechanism had been invented by Don McKenzie of Vancouver, B.C., and had been tested only one season earlier at Santa Anita in California. With this new device, electric magnets held the 12 swing-out stall gates closed until the starter pressed a master button to break the electrical contact. All gates swung open simultaneously, with no possibility of any one gate remaining locked.⁴²

In the early years of World War Two, industry flourished in Seattle and patrons flocked to Longacres. Just as the track was beginning to show a profit, Governor Arthur Langlie and the Racing Commission imposed a ban on all horse racing in 1943 in support of the war effort. Despite determined opposition from Washington Jockey Club president Joe Gottstein, who offered to turn over 100 percent of the season's profits to the Veterans of Foreign Wars, the Commission held its ground, citing the effects a meeting would have upon housing, manpower, and the already overburdened local transportation network.⁴³ In its 1944 report to the legislature, the Commission defended its decision:

The Commission's study of the situation left it with no alternative, other than to deny the request for racing during the four summer months when our state was nearing its peak in the production of war materials and food stuffs so vitally needed by our armed forces and their Allies.⁴⁴

During Longacres only "dark" season in the summer of 1943, the U. S. Army occupied the infield of the racing oval. There they installed anti-aircraft guns to protect camouflaged Boeing aircraft facilities nearby, and pitched rows of tents around the perimeter of the track. Hidden behind the infield "tote" board, the Army erected a small officers' barracks. After one uneventful year, the Army departed and horse racing was resumed in the 1944 season.

Joe and his wife Luella Gottstein remodelled the officers' barracks as a summer cottage, and lived there each season thereafter in the tradition of owners at Churchill Downs and Oaklawn Park.⁴⁵

In the Gottstein years, winter flooding of the Green River Valley was not an unusual event. Annual floods kept the valley's bottomland fertile and gave the racing oval at Longacres its soft, springy texture. The worst flood in Longacres history occurred in December of 1946 when the Green river overflowed its banks with particularly disastrous consequences at Renton Junction. The flood waters dislodged barns in the Longacres backstretch, and carried muddy debris to the first-floor levels of the clubhouse and grandstand. Damages in excess of \$65,000 forced extensive repairs and improvements at the race track.⁴⁶ By 1963, the construction of dikes and the Howard Hanson Dam had virtually eliminated the threat of floods.

An important accomplishment of the Gottstein era was the concerted build-up of the state's thoroughbred breeding industry. In 1933 when the sport was legalized, only seven or eight breeders were in business in Washington. By 1940, the existence of Longacres and other smaller tracks around the state had pushed this number to 30. But the greatest impetus for improvement of the breed came in August of 1940 with the founding of the Washington Horse Breeders Association (WHBA), now renamed the Washington Thoroughbred Breeders Association. The stated purpose of the new organization was to study thoroughbred lines, to hold open discussions on breeding problems, and to improve the quality of thoroughbred stock through selective breeding and the importation of stallions and broodmares of national stature. It was the organization's strong belief that Washington offered many natural advantages to a successful breeding industry, including limestone formations and superior timothy hay -- both conducive to the raising of healthy young stock.⁴⁷ Under the guiding hand of the WHBA, the state's thoroughbred industry would flourish until, by 1992, Washington was fourth in the production of prize-winning, record-setting thoroughbreds nationwide, eclipsed only by Kentucky, California, and Florida.⁴⁸

Joe Gottstein himself was convinced that the future of Longacres was inextricably tied to a strong local breeding industry, and he was a major force behind the formation of the WHBA. In later years he leased land at the south end of Longacres to the WHBA for their barns and sales pavilion. His own Elttaes (Seattle spelled backwards) Stable bred and trained some of the most outstanding horses ever to run at

Longacres, including King's Favor and Steel Blade, both of whom would win the Longacres Mile, in 1967 and 1968 respectively." To back up his efforts, Gottstein created the Washington Futurity in 1940, a race for two-year-olds foaled in Washington. Campus Fusser, owned and bred by Allen Drumheller, won the inaugural run. A purse of \$1200 was established for the first Futurity (later changed to the Gottstein Futurity upon Joe's death in 1971), and \$50 went to the breeder. More races for Washington-bred horses were added to the Longacres program and bonuses for Washington breeders increased dramatically over the years.⁵⁰

In the first three decades of Longacres history, while Joe Gottstein remained firmly at the helm, dozens of high-calibre trainers, horses, and jockeys set national records at the Renton oval. These annual statistics are well-documented in various formats such as the Washington Horse Racing Commission's biennial reports, the WHBA's publication Washington Horse, and the Emerald Racing Association's "End of an Era" Commemorative Yearbook. Some of the trainers of greatest renown in that period included Hall of Fame trainer Charlie Whittingham; Ruth Parton, the only licensed female trainer in America in her day; Earl "Miracle Man" Beazley, trainer for William Boeing's stables; Allen Drumheller, from Washington's first family of thoroughbred breeders; E. A. "Sleepy" Armstrong, pioneer breeder, trainer, and owner; and Frances Keller, two-time Longacres training champion in the 1940s. George Adams, Earl Barbour, Don Porter, Hump Roberts, Wayne Branch, and Glen Williams were among the other early trainers who earned award-winning reputations at Longacres.

Legendary horses who made Longacres famous in the Gottstein decades included Coldwater, winner of the inaugural Longacres Mile; Amble In, first double winner of the Longacres Mile; Triplane, owned by Allen Drumheller and winner of the Longacres Mile, Independence Day and Tacoma Handicaps in the late 1930s; Dark Damsel, remembered as the fastest filly ever to run at Longacres, who vaulted the outside rail in the final stretch; Call Call, winner of seven stakes events at Longacres from 1953-1958; Collaborator, the last horse to win both the Longacres Derby and the Longacres Mile in one year (1958); Hank H., one of the first Washington-bred horses to go over \$100,000 in earnings with five wins in eight starts at Longacres; and Sparrow Castle, the first horse to win nine stakes races at Longacres, including the 1960 Longacres Derby and the 1961 Longacres Mile.

Among the great jockeys of the early decades at Longacres were Johnny Longden, Eddie Arcaro, Doug Dodson, Ralph Neves, Otto Grohs (with 96 wins in 1939), Charlie Ralls, and Joe Baze (with 90 wins in 1950). In the 1950s and '60s, other jockey stars at Longacres who captured annual riding titles included Robert Ford, Grant Zufelt, Merlin Volzke, Merrill Faulkner (with 86 wins in 1956), Paul Frey, Pepper Porter, Jimmy Craswell, Larry Byers, and Enrique de Alba (with 103 wins in 1961).

Joe Gottstein's imprint upon Longacres and upon the horse-racing and breeding industry in Washington state was widespread and indelible. Even after his semi-retirement in 1963, his dominance of the local racing scene lived on until his death by cancer in 1971. In business Gottstein was shrewd, tenacious, and resourceful. His devotion to the industry as a whole was indisputable, as evidenced by his commitment to maintaining Longacres as the Northwest's premier racecourse, and his visionary approach to bettering the quality of Washington's thoroughbred stock. Gottstein was known as well for his big-hearted generosity. Stories abound of his quiet compassion for financially-strapped backstretch families, some of whose associations with the track spanned several generations. For his community beneficence and charitable giving, Gottstein was equally well-recognized. Once asked why he continued to operate Longacres despite the day-to-day headaches it entailed, he responded:

Obligations. when you run a track like mine, you build up obligations to the people around you, moral and financial. You have obligations to your friends and family and the people who work for you. A lot of horsemen, too. I'm a bit egotistical about that. I mean, some of those horsemen might say Gottstein is a low-down, good-for-nothing... but when the pinch comes, they're for me and I'm for them.⁵¹

4. **The Alhadeff Era at Longacres, 1963 -- 1990:** It was a gradual transition of authority which took place between Joe Gottstein, founder of Longacres, and his son-in-law and successor, Morris J. Alhadeff. Widely known around Seattle as radio personality "Jerry Morris," Alhadeff first joined the Longacres staff as public relations director in 1947, five years after his marriage to Gottstein's daughter Joan. By the mid-1950s, Morrie Alhadeff was vice-president and general manager of the track.⁵² Although Gottstein had publicly announced his intention to relinquish some control over the day-to-day management of Longacres in 1963, the

reins of power remained in his hands until his death in 1971. At that time, Alhadeff was named president and chief executive officer of the Washington Jockey Club."

With his previous experience in radio promotions, Alhadeff sought to market the color and excitement of horse racing at Longacres to a wider audience. Through feature articles, television appearances, tours of the backstretch, and promotional events Alhadeff and public relations director Budd Dugan achieved a steady increase in attendance through the late 1960s, 1970s, and early 1980s. Particular efforts were made to attract whole families to the track. By 1977, Longacres boasted the highest percentage of young fans of any racecourse in the country."

In the Alhadeff era, large-scale additions and alterations were made to the public facilities on the front side. The evolution of the second grandstand, from open-air bleachers to a concrete and steel structure with a betting and refreshment pavilion below, took place in the late 1960s while Gottstein was still alive. During the 1970s and early 1980s, it was Alhadeff, however, who planned and carried out the 20,000 square-foot addition to the clubhouse mezzanines, the roofing of the second grandstand (which thereafter became known as "Big Bertha"), and the construction of the 5,200 square-foot Gazebo Terraces.⁵⁵ For the latter, Alhadeff instructed architect Richard McCann, Priteca's successor, to design something as dramatic as the landscaped infield at Santa Anita race track.⁵⁶ When the Gazebo was officially opened in 1974 before a crowd of 15,000 fans, Morrie Alhadeff proudly noted, "They don't have anything like this anywhere, not even at Longchamps."⁵⁷

Two major additions made under Alhadeff's guidance were controversial. The two-story Paddock Club, completed in 1978 with reserved seating for 1,200, made off-season promotional events possible, but ruined open viewing of the paddock below it. The North Grandstand, built around the Gazebo, was constructed in response to overflow crowds on Longacres Mile Day in 1981. Never again, Alhadeff declared, would fans be turned away for lack of seating capacity. The North Grandstand was an acknowledged planning mistake, however, for it blocked views of the north turn into the stretch from "Big Bertha."⁵⁸

As the clubhouse expanded, Morrie Alhadeff brought in fine equestrian art to enliven its interior spaces. Artist Kenneth Callahan was commissioned to create 76 sepia, orange, and umber-toned images of horse-racing action and backstretch activities at Longacres. Management built the

Callahan Room specifically to house this artwork as well as a collection of Pascal glass horse sculptures. Following a ten-year stay at Seattle's Opera House, a 4 x 18-foot Callahan painting of horses in motion joined the clubhouse collection."

The Alhadeff era witnessed numerous advances in race track technology, the pace of these changes increasing in the 1980s. The Pewitt Starting Gate, designed by former Longacres starter Clay Pewitt, replaced the Santa Anita Westinghouse Magnetic Control Gate in the 1960s, and a customized shed had to be built for it in the maintenance area.⁶⁰ "Hotwalkers" (originally the term used to describe young people hired to cool down horses after a workout) gradually lost their jobs to electric walkers installed throughout the backstretch.⁶¹ In 1986, the traditional racing day was lengthened into evening when Alhadeff added lighting around the oval for night racing. Through television technology, live racing action and instant replays could soon be viewed in any interior bar or restaurant at Longacres and, by 1988, in satellite betting rooms in Bellingham, Yakima, Port Angeles, Aberdeen, and the Tri-Cities of Pasco, Kennewick and Richland.⁶² Longacres came into the computer age, retaining the reputation it had quickly gained in the 1930s as the most up-to-the-minute race track facility in the Pacific Northwest.

Through all the highly-visible front side changes of the Alhadeff decades, life along the backstretch, where some 1500 thoroughbreds were stabled each racing season, remained much the same. A community of families and life-long friends, the Longacres backstretch was known in racing circles as a safe, wholesome environment for children. A good number of the trainers, jockeys, exercise riders, grooms, farriers, and other employees on the backstretch were, by the 1980s, second or third generation Longacres families. A typical day began about 4:30 a.m. with the early morning exercise runs, cleaning of stalls, and coffee and conversation at the Backstretch Cafe. It was an inwardly-focused world where all work, all talk, and all thoughts centered upon the task of preparing the horses to run at top speed.⁶³ A good many services and functions in support of that effort were performed along the backstretch, and these evolved and changed over the decades as the community grew. In the later Alhadeff years, these services were housed in specialized facilities that included a veterinarian clinic, shoeing shops, a chaplain's office, testing barns, a tack shop, restroom and shower facilities, a first-aid station, race registration office, barn-area superintendent's quarters, a full-service cafe, and, under

separate lease to the Washington Thoroughbred Breeders Association, a sales pavilion and sales barn complex. By the late 1960s, the stable capacity at Longacres had maximized at 76 barns.

Out of the Longacres backstretch during the Alhadeff decades came all-time champion trainers, horses, and jockeys. Top star trainers included: Kathy Walsh, first award-winning woman trainer at Longacres with four championships in the 1970s; Tom Roberts, with five such championships in the 1980s; Ben Harris with an all-time single season record of 93 wins in 1991; and Bud Klokstad, with a second-high 49 career stakes victories.

Among the top Washington-bred horses in recent Longacres history were: Grey Papa, world-record holder for six furlongs set in 1972; Trooper Seven, first winner of successive Longacres Miles in 1980 and 1981; Chinook Pass, one of the fastest thoroughbreds in history, voted the nation's top sprinter in 1983; Turbulator, one of the most popular horses ever to run at Longacres, set a world record for 6½ furlongs in 1970; Captain Condo, the other all-time favorite at Longacres, tied the track record of twelve stakes victories at age 9; and Belle of Rainier, the leading career money-winning mare with earnings of \$424,526.

Record-holding Longacres jockeys of the 1970s and 1980s included: Gary 8aze, top career winner with 1,513 victories; Gary Boulanger, top single-season winner at 247 in 1991; Gary Stevens, nationally prominent with a 1988 Kentucky Derby victory; Vicky Aragon, first woman jockey champion with 179 wins in 1986; Lennie Knowles, second all-time winner with 1,263 victories; and Larry Pierce, only local jockey to win seven races in one day (May 20, 1972).⁶⁴

Longacres prospered under the second-generation management of Morrie Alhadeff. Just as attendance figures increased into the early 1980s, so too did the average daily mutuel handle. It reached \$500,000 in 1971, \$1 million in 1979, and \$1.3 million in 1981.⁶⁵ By 1977, nearly 800 people were on the payroll of the Washington Jockey Club, a figure which continued to rise as front side facilities expanded. Business began to slump, however, after the peak year of 1981. Industry-wide recession accounted in part for the decline. Land values in the Green River Valley had risen dramatically as commercial and industrial development encircled the track. With this urbanization came higher

taxes and increasing traffic snarls. Longacres faced stiff competition, too, from Seattle's major-league baseball, football, soccer and basketball and, finally, from the state lottery.⁶⁶

In 1988, Morrie Alhadeff stepped aside to make way for his sons Michael and Kenneth, named president and vice-president respectively. Immediately, the third generation of management took steps to revive the business. To begin, the new marketing department surveyed fans to determine the public perception of Longacres. Price differentials between the various front side "districts" were removed, and the Turf Club opened for the first time to non-members. Colorful first-timers kits were offered, and beginners betting windows established to make handicapping more accessible to newcomers. Simulcasting of races, exotic wagers that offered larger winnings, espresso stands, suggestion boxes, and Northwest microbrews on tap, all helped to reverse the track's fortunes. The average daily handle rose in 1988, for the first time since 1981⁶⁷, and reached an all-time record high of \$1,320,000 in 1990.⁶⁸ Few people realized when the racing meet closed that year, management had already made a momentous decision -- one that would change the course of thoroughbred racing in the Pacific Northwest and mark the end of an era.

5. The Boeing Era, 1990 -- present: On September 27, 1990, three days after the close of the track's most successful meet to date, Morris, Michael, and Kenneth Alhadeff announced their decision to sell Longacres race track to the Boeing Company. Boeing, in turn, unveiled its plans the following spring to build a new Customer Services Training Center and other facilities on the site. The race track property would be redeveloped over a period of ten years as a landscaped, office park.

The announcement of the sale of Longacres and closure of the track took the region's horse racing industry by surprise. Throughout the greater Seattle area, the many-faceted story received extensive coverage by the news media. Within hours after the sale was made public, Washington's thoroughbred industry's leaders organized the Emerald Racing Association, a non-profit group devoted to preserving live racing in Western Washington until a new track could be built. Emerald quickly raised \$3 million for start-up operating costs, and entered into negotiations for a short-term lease of the facilities at Longacres. Through the cooperation of Boeing, Emerald secured a one year, rent-free lease of the track for the 1991 season. Longacres was officially renamed Longacres Park, and a newly-renovated facility opened to

racing fans on April 3, 1991, under the stewardship of the Emerald Racing Association.⁶⁹

A second and final season of live racing under Emerald took place at Longacres in the summer of 1992. On September 21, the closing day of the last meet, the largest crowd in the history of Longacres (26,095 fans, including satellite totals) watched the horses run one final time. The crowds that day set an all time, single-day handle record of \$3,399,087.⁷⁰ In 1993, Emerald operated a summer meet of live racing at Yakima Meadows in Yakima, Washington. The races were simulcast to smaller crowds of loyal fans in the clubhouse at Longacres Park. At the present time, Boeing has no plans to extend the use of facilities at Longacres for horse racing beyond the 1993 season.

In the fall of 1992, after the close of Longacres' last season of live racing, Boeing began its redevelopment of the site. Forty-two barns and backstretch facilities north of the "Gap" were photo-documented prior to demolition, as was the northernmost turn of the race track and its border of Lombardy poplars. On November 24th, ground breaking took place for construction of the Customer Services Training Center and two support buildings. Future development will include the construction of office buildings, support facilities, and an auditorium, as well as the landscaping of open space with nature trails, wetlands, and vegetation.

During the final two-years of live racing at Longacres under the Longacres site to the Emerald Racing Association, the horse racing industry in Western Washington began to plan for the building of a new race track. Various development options and alternate locations were proposed. In April of 1993, the Washington Horse Racing Commission gave approval to Northwest Racing Associates to construct and operate a thoroughbred race track in Auburn, Washington. Over the summer of 1993, legal and environmental studies proceeded, giving hope to Pacific Northwest racing fans that a new home for the Sport of Kings would soon take shape.

C. Endnotes

1. Leases Vol. 68, p. 573. Property transaction records, King County Records and Elections Division, Seattle, WA.
2. Richard F. McCann Collection, Pasadena, CA.
3. Charles Ive, telephone interview, 1 June 1993.
4. Sources differ considerably on the exact number of stables originally constructed. See discussion of backstretch development under Part 1-A-5, Original Plans.
5. "Lease and Tax Lot Exhibit for Washington Jockey Club," prepared by Hugh Goldsmith & Associates, 1985, updated 1989. Additional interpretive material provided by Gerald Bresslour, Office of the General Counsel, The Boeing Company.
6. Affidavit of Richard F. McCann, 4 May 1992. Included in Boeing Company response document to National Register nomination, 22 February 1993.
7. Miriam Sutermeister, draft chapter on B. Marcus Priteca for Shaping Seattle's Architecture, scheduled for publication January, 1994.
8. Affidavit of Richard F. McCann, 4 May 1992.
9. Advertisements, Seattle Post-Intelligencer, 3 August 1933; Charles Ive, telephone interview, 1 June 1993.
10. Ive, op. cit.
11. Joe Hernandez and others, Seattle Post-Intelligencer, 4 August 1933. Hernandez's reference to the "White River" reflected the term then still commonly used for the stream whose course had actually been diverted by floods 20 years prior.
12. Priteca "Site Plan," 21 June 1933, Richard F. McCann Collection.
13. Charles Ive, telephone interview, 1 June 1993.
14. Washington Horse Racing Commission, First Biennial Report to the Governor (1934): p. 7.
15. Informants Charles Ive (interviewed 1 June 1993) and Richard McCann (interviewed 21 June 1993) both confirm that there was no longer any natural stream through the infield during or after the construction of Longacres.

16. "Augusta Trimble Honored at Longacres Horse Race," Seattle Post-Intelligencer, 4 August 1933.
17. Bruce Batson, "Longacres: The First Ten Years," The Washington Horse (April 1983): pp. 987-988. Aerial views of 1933 confirm the existence of the canvas tent.
18. King County Assessor property record cards, Washington State Archives, Puget Sound Branch.
19. Emerald Racing Association, "End of an Era," p.88.
20. Kenneth Alhadeff, personal interview, 18 May 1993.
21. All information presented in this section, Part I-B-1, is drawn from extensive primary research conducted by historian Barbara Davis, and is housed in the Barbara Davis Collection, Seattle, Washington. Telephone interview, 7 July 1993.
22. June Peterson, The Georgetown Story, p. 56.
23. David Buerge, "Longacres, the Golden Years," Seattle Weekly, 19 August 1992, p. 22.
24. Peterson, op.cit., pp. 72-73; Buerge, op.cit., p. 22.
25. Davis, op. cit.
26. All Washington race tracks use the pari-mutuel form of wagering. Under this system, everyone who places a bet is competing against other bettors, not against the track. The track has no interest whatsoever in which horses win, and the odds for each race are determined by the bettors themselves.
27. Washington Horse Racing Commission, op. cit., pp. 6-8. 12.
28. Batson, op. cit., p. 987.
29. The Argus, 11 February 1933, p. 2.
30. Stephen Sadis, producer, "The Miracle Strip: a Story of Longacres Race Track."
31. Buerge, op. cit., p. 22.
32. Sadis and Buerge, op. cit.
33. Batson, op, cit., p. 987. Prominent local businessmen Joshua Green and Henry Broderick are said to have been early shareholders, but this has not been verified.
34. Washington Horse Racing Commission, op. cit., p. 7.

35. Joe Hernandez, "Horse Racing Starts Today at Longacres," Seattle Post-Intelligencer, 3 August 1933.
36. Sadis, op. cit.
37. Washington Horse Racing Commission, op. cit., p. 7.
38. Dennis Dodge, "Tough Times, Happy Days form Legend of Longacres," Daily Racing Form, 21 September 1992.
39. Washington Horse Racing Commission, Third Biennial Report to the Governor (1938): p. B.
40. Ibid., p. B
41. Ibid., pp. B-9.
42. Washington Horse Racing Commission, Fourth Biennial Report (1940): p. 12.
43. Bruce Batson, "Longacres: 1943-52," The Washington Horse (May 1983): p. 1078.
44. Washington Horse Racing Commission, Sixth Biennial Report (1944): p. 4.
45. Sadis, op. cit.
46. Batson, op. cit., p. 1082.
47. Washington Horse Racing Commission, Fourth Biennial Report (1940): p. 11.
48. Mary Ellen Ryan, "Longacres Park" National Register form, 6 February 1992.
49. Buerge, op. cit., p. 24.
50. Washington Horse Racing Commission, op. cit., p. 10.
51. Buerge, op. cit., p. 26.
52. James Halpin, "That Sportin' Life at Longacres," Seattle, August 1966, pp. 30-31.
53. Bruce Batson, "Longacres: 1963-71," The Washington Horse, July 1983, pp. 1294 and 1301.
54. Batson, op. cit., p. 1303; Laura Parker, "Longacres: a Pretty Racy Business," Seattle Business, 13 June 1977, p. 21.
55. Dodge, op. cit.

56. Kenneth Alhadeff, personal interview, 18 May 1993.
57. Bruce Batson, "Longacres: 1973-82," The Washington Horse, August 1983, pp. 1430-1431.
58. Kenneth Alhadeff, personal interview, 18 May 1993.
59. Ryan, op, cit., p. 7-5.
60. Russ Snider, telephone interview, 20 June 1993.
61. Ralph Vacca, personal interview, 19 March 1993.
62. Jim Burnett, "Keeping Track," Pacific Northwest, September 1989, p. 110.
63. Ralph Vacca, personal interview, 20 June 1993.

The sociological, cultural, and economic history of the Longacres backstretch community is a complex story that goes well beyond the scope of this report. Initial efforts to document these aspects of the race track's significance to the region have begun, through such works as "The Miracle Strip," a video-documentary by Stephen Sadis; Portrait of a Racetrack, a photo-documentary by David Best; and "The Homestretch," an extensive feature article by James Wallace published in The Seattle Times in the fall of 1992. Further documentation, using a traditional oral history approach, is recommended (see Part 111, SOURCES OF INFORMATION).

64. Trainer, horse, and jockey statistics derived from Emerald Racing Association, "End of an Era" Commemorative Yearbook, pp. 22-26, 80-83.
65. Dodge, op, cit.
66. Buerge, op. cit., p. 26.
67. Burnett, op. cit., pp. 50-51, 109-110.
68. Dodge, op. cit.
69. Emerald Racing Association, op. cit., p.3.
70. Ibid., p. 88.
71. Jim Nuerenberg, project consultations, March-July, 1993.

PART II. ARCHITECTURAL INFORMATION

A. Descriptive Overview

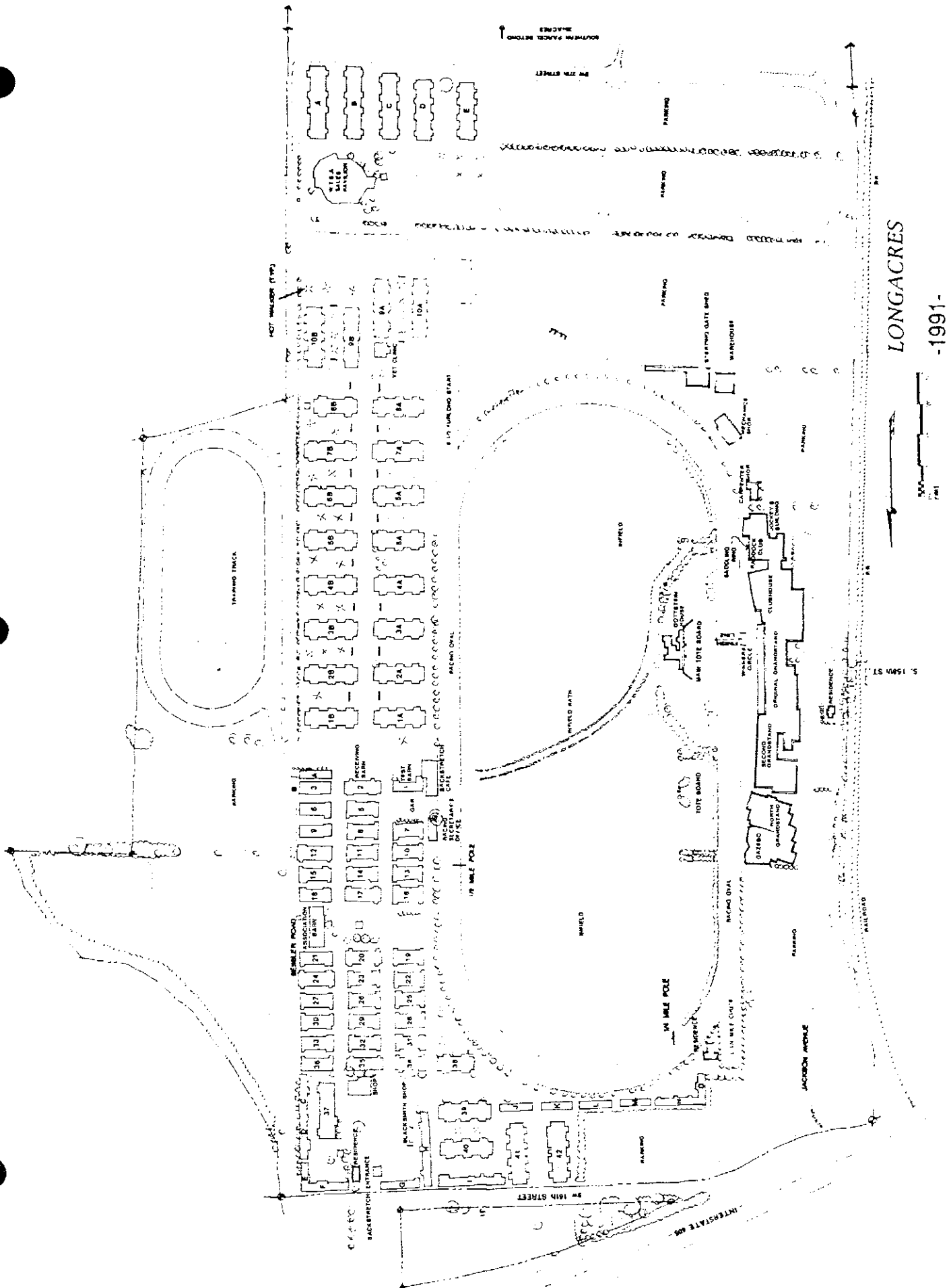
Longacres Race Track was a 211-acre complex consisting physically of buildings, structures, objects, and designed landscape features. The spatial relationships between these elements were key to the functioning of the whole. Building types ranged in scale and complexity from modest wood-framed stables to massive concrete and steel grandstands. Structures and objects particular to the sport of thoroughbred horse racing -- tote boards, camera towers, marker poles, starting gates, and electric walkers -- characterized the site. Landscape features at Longacres provided color, defined edges, and offered protection from the weather. The racing oval itself was the centerpiece of the property and its most critical design component.

Longacres was maintained to exceptionally high standards during its decades of live racing. Crews kept buildings clean and continually repaired. Operational structures and objects were serviced for peak performance, and the landscape was well manicured.

With the start up of the Boeing Company's site redevelopment, maintenance efforts focused on facilities under lease and still in use. Demolition of the North Barn Area and the north turn of the racing oval was essentially completed in the autumn of 1992.

The Longacres Site Plan appearing on the following page illustrates the layout of the race track complex as it existed in 1991, prior to the onset of demolition activity. All barns in the backstretch area are designated on the Site Plan in accordance with the historical Longacres barn numbering/lettering system. These designations are cited in the photograph captions, but they do not correspond with the HABS photo-numbering scheme itself. Restroom facilities and other smaller structures and objects are not depicted on the Site Plan.

The Inventory of Site Components given below lists the major elements of the race track complex as shown on the Longacres Site Plan. These components are roughly grouped according to location and function. Key buildings are bolded to indicate that they have been separately photo-documented and described below.



Inventory of Site Components

1. Site, Racing Oval, and Infield Features

- Perimeter Roads
- Parking Lots
- Lombardy Poplar Borders
- Training Track
- Racing Oval
- Winner's Circle
- Infield
- Infield Path
- Main Tote Board
- (North) Tote Board
- Gottstein Cottage

2. Front Side Features

- Original Grandstand
- Clubhouse and Additions
- Jockey Building
- Paddock Club
- Second Grandstand
- North Grandstand
- Support Buildings, including:
Carpenter Shop, Mechanics Shop,
Gate Shed and warehouse

3. Backstretch Features

- North Barn Area, including:
Barns 1-42, Barns A-O, Association Barn,
Test Barn, Receiving Barn,
Racing Secretary's Office,
Backstretch Cafe, Blacksmith Shop,
two caretakers' residences,
shop/garage, and restrooms.
- Central Barn Area, including:
Barns 1A-8B, Barns 9A-10B,
and Veterinary Clinic
- South Barn Area, including:
WTBA Sales Pavilion, and WTBA Barns A-E

B. Site, Racing Oval, and Infield Features (see Photo nos. 2 through 20, and Site Plan)

In Longacres final years, the Green River Valley was no longer rural. The racecourse property was encircled by industry, businesses, and transportation corridors. Interstate 405 skirted the site to the north and the commercial arterial West Valley Highway bordered it to the west. Although Longacres fell within the corporate limits of Renton, it was closer to the growing city of Tukwila and the regional Southcenter Mall shopping center.

The layout of the Longacres plant was organized by the central one-mile racing oval. Front side facilities (those open to the general public) stretched along the oval's west side from the south turn to the northern one-third of the oval. Visually and functionally, the front side was oriented toward the track itself. Most of the buildings had, over time, become structurally connected to one another. On the far side of the racing oval and its open infield, the backstretch barn area spread from above the north turn to below the south. Here, individual buildings remained detached, organized in an orderly linear fashion. East of the central barn area was a training track, one of the last developments to be completed in the backstretch. Over the years, open parking lots to the north of the track had shrunk in size, while parking to the south had expanded incrementally.

Circulation at Longacres was controlled for security purposes. North-south perimeter roads (Jackson Avenue to the west and Sessler Road to the east) connected to cross streets at S.W. 16th Street and S.W. 27th Street. Traditional access to the front side remained by way of S. 158th Street under the Burlington Northern Railroad trestle. Traditional access to the backstretch was from S.W. 16th Street to the north, although other secondary gates were positioned along Sessler Road. Circulation within the backstretch was unrestricted (for those with authorized entry) with the exception of the WTBA complex which was separately fenced off.

Outside of the infield, Longacres' planned landscaping was limited almost exclusively to Lombardy poplars planted to create borders, provide shade, and serve as wind screens. The racing oval itself was rimmed by the fully-mature poplars planted by Gottstein in the 1930s, and the south parking lots were also edged by poplars. The same species formed the eastern boundary of the backstretch along Sessler Road.

The race track itself was one mile in length and 35-feet in width. Its sandy surface was considerably built up above the infield ground level through annual maintenance. Until the close of live racing in 1992, crews kept its surface meticulously groomed. The inner and outer rails of 8" piping were painted, in the last years, yellow and Longacres Blue (actually a shade of sea green).

Around the outer perimeter of the track were three television camera towers situated at key locations. A three-sided, low brick retaining wall with a pipe railing defined the winner's circle at the finish line. Wood shavings covered the small ground area within it, and the jockey's scale was situated next to it.

To fans in the grandstands and clubhouse, the most important and visually prominent features of the infield were the totalizers or "tote" boards. The main tote dated back to 1938 but it had been enlarged with two wings and electronically upgraded over the years. The main tote was structurally more than a display board -- it had an accessible interior for manual operation and maintenance, when necessary. The main tote provided complete and up-to-the-minute racing results. The second (north) tote board was smaller and displayed more limited information. It had been installed in 1967 for the benefit of fans seated in the new Second Grandstand.

Well hidden from view just behind the main tote was the single-story wood-framed house commonly known as the Gottstein Cottage (see Photo nos. 10-1 through 10-3). It was a modest dwelling with aluminum slider windows and canvas awnings, a flat roof, and, in later years, an exterior surface of stucco. A swimming pool and evergreen shrubbery softened the exterior. The interior of the cottage, with its simple, wood-panelled rooms, was reached through an enclosed courtyard on the east side of the building.

As a landscape feature, the expansive green infield, always well-mown, was imposing in and of itself. Broad-leaved evergreen shrubbery of various species provided contrast and definition. Clipped shrubbery and hedges enframed the tote boards and lined the gently S-shaped infield path that led from barns to paddock. During racing seasons the infield burst into color with strategically placed beds of annuals in shades of red, yellow, and white.

C. Original Grandstand (see Photo nos. 1-1 through 1-20)

Centrally located on the front side, the Original Grandstand's 60 by 300-foot dimensions were still discernable despite additions to the east and west. Portions of the original hipped roof with its two gambrel-roofed dormers, and its wood and steel-laced framing members were also visible from below. Exterior surfaces were clad with both rustic and board-and-batten siding. Aztec brown and Farnia tan, two "official" Longacres colors, made up the exterior color scheme. On the west side, the single-story brick administration wing and, further to the south, the two-story clubhouse mezzanine addition affected the original building's simple massing.

Under the grandstand roof, five bays of seating faced the track. General admission bench seating occupied the south end, and box seating, framed with pipe rails and plywood, filled the northern bays nearest the finish line. The television center was located in the upper south corner of the grandstand. In the track's final years, it served as the nerve center for the simulcast operation. Behind and above it was a catwalk to the stewards' booth, camera room, and announcer's booth on the grandstand roof. Below, four tiers of additional box seating extended out beyond the roofline. These were painted in the signature "Longacres Blue."

Below the grandstand seating level was the original "main line," an uninterrupted line of mutuel windows positioned along the rear wall. From this area the structure's original wood-braced, post-and-beam framing and seating tiers were visible directly above. Large multi-paned windows, original to the structure, provided natural light to the wagering activity below. The entire space was decorated with the colorful silk banners of thoroughbred stables, suspended from high above. At the north end of the "main line," the small Eighth Pole Cocktail lounge was situated, and refreshment stands and candy counters were placed strategically about. Longacres souvenir shop occupied space beneath the old press box, opening out onto the apron where ten rows of wooden bench seating overlooked the track beyond.

D. Clubhouse and Additions (see Photo nos. 2-1 through 2-19)

The Clubhouse was situated south of the original grandstand and connected to it. The entire building was oriented at a slight angle to the track. The central, seven-bay portion of its east facade represented its original dimension. Original veranda columns remained discernable along the lower exterior wall; otherwise all visible fabric was of a more recent vintage. Major additions had been made to the north, south, and west of the clubhouse, drastically altering its simple early massing.

The resulting roofline of the clubhouse was irregular, dominated by four prominent observation rooms commonly called "cupolas." The building's exterior skin consisted of vertical wood, metal sheathing, and plate glass, and the color scheme was the usual tan and brown. From the west parking lots, patrons entered the clubhouse under a bright orange bubble canopy. On the track side, the clubhouse apron was segregated by a low brick wall and featured tiered bench seating and picnic tables.

The interior of the clubhouse became over time, a complex network of interconnecting restaurants, bars, and wagering rooms. The most significant architectural space, and that most evocative of an earlier era, was the original lounge, or clubhouse bar. Despite some changes, it had retained its pine paneled walls,

stone fireplace, and exposed trusswork. A few of the wrought iron light fixtures sported wooden horse and rider motifs and these were original. Another largely unaltered feature, at the far south end of the clubhouse bar, was the original wooden staircase to the upper veranda. An unfortunate, character-eroding change to the bar was the nearly total infill of the windows which once opened out to the veranda and offered a full view of the track beyond.

More recent spaces within the clubhouse interior, added in the 1950s, '60s, and '70s, included: to the north and west, the spacious upper and lower mezzanines, with the Longacres Teletheatre and the Arcaro Lounge; the second floor Silks Dining Room with the Crystal and Garden Rooms; the popular (members only) Turf Club on the third floor with the Gallery, Callahan, and Broderick Rooms; and the best of finish-line viewing in the Clubhouse Bar Porch, Turf Room Porch, and Chinook Pass Room. All of these spaces were kept current in their decor, and the Turf Club was particularly noted for its equestrian art and antiques on display.

In the "cupolas" on the fourth floor of the clubhouse, the track's management watched the races, entertained, and directed operations. The largest cupola, atop the Turf Club addition to the south, was the Alhadeff family's private viewing room and a place where Michael and Kenneth, as youngsters, could safely play. The second cupola was reserved for important guests. The third cupola was the "operations room," and the fourth and farthest north was the Gottstein cupola, where Luella Gottstein faithfully watched the finish line until her death in 1989. After her death, the room was remodelled for additional entertainment use.

E. Jockey Building (see Photo nos. 3-1 through 3-6)

The Jockey Building was generally referred to as the "jockey room," but it became much more than that. It was located in traditional fashion just south of the paddock and, since 1978, had abutted the Paddock Club above. A single-story structure with a two-story component, the building had been heavily remodelled since its original construction in 1933. Much of its roof surface was flat, fenced with geometric railing, and this served as a viewing and sunning deck. Its exterior surface was stuccoed, although the second story retained its early vertical board siding.

Interior spaces included a large locker room, scales, colors or silks room, showers, sauna, training room, kitchen, and second-floor women's lounge and showers. At the southwest corner of the building was the track photographer's studio.

F. **Paddock Club** (see Photo nos. 4-1 through 4-7)

The **Paddock Club** was completed in 1978, designed by architect Richard F. McCann and constructed by Howard S. Wright. Situated immediately south of the clubhouse (and connected to it by covered stairways), the Paddock Club squarely faced the racing oval. It was a two-story building, with block-like massing, raised on concrete columns above the ground-level paddock. Vertical corrugated metal sheathing, painted tan, and ribbon windows were its only defining exterior features.

Recessed below the Paddock Club, the partially-enclosed paddock was first accessible to patrons arriving through the clubhouse gates. Over a low brick wall, fans could watch the horses and riders circle the saddling ring. Sturdy open stalls with double paneled construction were well-padded with bumpers and featured decorative upper stall partitions of ironwork.

Each of two levels of the Paddock Club above contained a single large room that functioned as bar, restaurant, and wagering area combined. The building's massive concrete columns were clad with metal worked in sculptural relief by artist Susan Pascal.

G. **Second Grandstand** (see Photo nos. 5-1 through 5-9)

Longacres' **Second Grandstand** extended north of the original grandstand. It had been built of concrete and steel in three phases in 1966, 1968, and 1973. An important component of this structure was a single-story brick-faced pavilion wing that extended from below the grandstand seating at its north end to the west. The building's massive flat roof projected out over several tiers of box seating to the edge of the apron, where it was supported by three steel columns. The addition of the roof to what had been, for many years, open bleacher seating is said to have inspired the name "Big Bertha." On the rear, or west, elevation a corrugated metal awning constituted the structure's only exterior wall surface.

Except for its forward tiers of box seating, "Big Bertha" was a general admission grandstand with bench seating. Here, as in the original grandstand, seats, pipe rails, and most surfaces were painted Longacres Blue.

Below the grandstand seating was another long line of mutual windows along the rear wall. The structural steel framing system was clearly readable in this area, the effect made more dramatic by wrought iron chandeliers and colorful stable banners. A spacious refreshment area in the brick pavilion end was originally open all the way to the west, but this space was partitioned off

in later years as a catering office. At the far north end was the Pavilion Lounge, a sizeable bar with "half-timber" decor and an over-scaled, spider-like chandelier said to have come from one of Seattle's downtown hotels.

H. **North Grandstand** (see Photo nos. 6-1 through 6-8)

Architect Richard McCann designed the concrete and steel **North Grandstand** in 1982 to respect the earlier (1974) Gazebo Terrace. The gazebo was an open circular shelter with a parasol metal roof 50 feet in diameter. Under its umbrella were three semi-circular tiers of poured concrete separated by plantings, rockeries, and pipe railings, the whole intended for informal picnic seating. The new North Grandstand differed considerably from the earlier grandstands at Longacres in both plan and profile. Wrapping around the gazebo to the west was the Terrace Pavilion, with its distinctively irregular western facade that combined the use of glass brick with exposed concrete and metal sheathing.

The grandstand itself was stepped back in three sections of bench seating for 2,500. Unfortunately, its placement blocked sightlines from the adjacent "Big Bertha" to the north turn.

At ground level, the North Grandstand featured a children's play area, a video arcade, and an escalator to the pavilion above. At second floor level was the Turbulator Room lounge, open and pleasingly well-lit by its glass brick outer wall. Mutuels, snack bars, and access to the gazebo and grandstand seats could be had from this area.

I. **Support Buildings** (see Photo nos. 7-1, 8-1 through 8-3, and 9-1)

The **Carpenter Shop** and track superintendent's office was a simple wood-frame structure, begun in 1946, the first of the utilitarian maintenance buildings to go up at the southwest turn of the oval. This shop was L-shaped in plan, with a gabled roof, shiplap siding painted dark brown, and wooden, multi-paned sash.

The **Mechanics' Shop** was of interest as the original 1933 paddock shelter, relocated to this site in 1948. It was a three-sided gable-roofed building with broad overhangs and its original braced framing system intact. A number of the interior posts showed evidence of the characteristic damage from gnawing horses.

The **Starting Gate Shed** was built in the 1960s specifically to house the new Pewitt Gate adopted for use at Longacres. Later additions allowed the storage of additional gates. The building was a simple wood-frame structure of specialized design.

J. **North Barn Area** (see Site Plan and Photo nos. 11-1 through 38-1)

The **North Barn Area** included barns 1-42 and barns A-0, as well as a number of buildings with specialized functions that supported backstretch activity. At the main entrance were the barn superintendent's residence, the blacksmith shop, and a vehicle maintenance shop. Barns J-0 comprised "Canadian Row" where thoroughbreds from Canada were stabled. At the "Gap," horses and riders congregated prior to post time, and a number of important functions were performed in the buildings which surrounded this passage out to the track and infield.

Barns 1-39 and barns A-0 were built, for the most part, between 1933 and 1940. Barn I and barns 40-42, however, were added in the early 1950s and were more typical of barns in the Middle Barn Area. Typically, the 1930s stables were wood-framed, gable-roofed structures placed on concrete foundations. Double rows of stalls, originally seven per side, and two tack rooms at either end comprised the typical interior layout. Beveled shiplap siding and composition roll roofing were the norm.

By 1940, ten-foot shedrows had been appended to either side of these stables, creating practical, sheltered corridors along the stalls. The roof overhangs were supported by four-by-four posts on concrete footings and, in some cases, latticework stretched from post to post for shade and privacy. In later years, four shed-roofed feed rooms with concrete floors and 11-11 siding had been attached at the corners of each barn. Most recently, sprinkler system housings were added at one end of every stable. Typically the 1930s barns had two four-light casement windows at either gable end, giving light into the tack rooms. All of these early barns were painted grey, but most had been individualized with contrasting colored trim.

The most common variation of this design type were barns of one-half the depth, only a single stable wide. In these barns, the shedrow itself formed one slope of the gabled roof. Stables of this type generally served as border barns along the perimeter of the property, and these included the barns of "Canadian Row."

The 1930s barn interior typically featured a passageway for cross circulation at either end, separating the tack rooms from the stalls. Another variation in floorplan was the wrap-around shedrow, made possible by the later addition of a hipped-roof overhang at either end. In the stalls and shedrows were dirt floors, but the tack room floors were of concrete. These small rooms where, in years past, stable grooms had slept throughout the season, had a variety of decorative schemes and wall surface

treatments. The horse stalls and divided stall doors were of sturdy double-wall construction, repaired over the years with a myriad of woodwork patches. Often, metal plates had been installed to prevent further deterioration of the wall from a horse's chewing. Stable hardware throughout was typical of its type and period. Fluorescent lighting fixtures hung above each stall door.

Critical functional features in and around the stables of the North Barn Area included hoses on brackets at each gable end, concrete wash-down pads alongside each shedrow, concrete bunkers at gable ends along the roadways for the temporary deposit of straw and manure from mucked-out stalls, and electric "hot walkers" wherever space allowed. Much of the backstretch landscaping was the result of individual treatment of stables by horsepeople quartered there. Shrubbery, hanging baskets, flower beds, fruit trees, along with poplars and some handsome deciduous trees, softened the sameness of the barn rows, and gave each stable a distinct visual identity.

The old **Blacksmith Shop** (see Photo no. 38-1) near the backstretch entrance was a small wood-framed stable with a shed roof and six stalls. Its date of construction is not determined.

The **Racing Association Barn** (see Photo nos. 34-1 and 34-2) was prominently sited in the North Barn Area. Here Joe Gottstein's horses were stabled and those of other prominent figures in the racing industry. The Association Barn was the same as its neighbors in style and materials, but it was somewhat larger and it had a hipped roof with a full perimeter shedrow.

The **Racing Secretary's Office** (see Photo nos. 35-1 through 35-3) was commonly known more simply as the Racing Office. It was built in 1954 in conjunction with the first major expansion of the barn area, and its clocker tower overlooking the track was added in the late 1950s. A wood-framed, gable-roofed building, it was oriented north-south facing the "Gap" exit to the track and infield. The office was clad with beveled shiplap painted a shade of Longacres Blue, and had one-over-one light wooden window sash. The interior consisted of a front waiting room with benches along the wall, and a counter for the registration of horses to race. To the rear were additional offices.

The **Test Barn** (see Photo nos. 33-1 and 33-2) was originally just an ordinary barn (no. 1), but its stalls had been converted to specialized use in the 1950s because of its location along the south edge of the "Gap." Its many functions included: a tack shop, the Horsemen's Benevolent Protection Association Office, four open "pony" stalls, a blacksmith's shop, and the State Veterinarian's office. After each race, winning horses were led

to a fenced area behind the Test Barn for the blood and urinalysis tests required by the Washington State Racing Commission.

The **Receiving Barn** (see Photo no. 32-1) also adjoined the "Gap" and was once simply barn no. 2, but was later converted for special use. It too was involved in carrying out the official testing functions required by the Racing Commission, and it served as a holding area before and after races. The building had a hipped-roof overhang at either end that allowed for full shedrow circulation. To the south was a fenced corral with electric hot walker.

The **Backstretch Cafe** (see Photo nos. 36-1 through 36-3) was the social gathering place of the backstretch community, situated at the "Gap" alongside the track. The L-shaped cement block structure was built in 1948 and expanded twice. It had a flat roof, and aluminum hopper windows as well as plate glass. The exterior color was Longacres Blue.

Facing the track was a long covered porch with bench seating known as the "guinea stand." Wooden slat benches stretched along two floor levels. Here members of the backstretch community could take time out to watch a race or a morning workout.

The interior of the cafe included kitchen facilities at the north end with an adjoining restaurant seating area. There was a lunch counter as well as free-standing tables. On the cement block wall surfaces were horse racing graphics in dark brown on a tan background. Beyond the cafe to the south were restrooms and the track chaplain's office.

K. Middle Barn Area (see Photo nos. 39-1 through 50-1)

The **Middle Barn Area** included Barns 1A - 8B, built between 1954 and the late 1960s, Barns 9A - 10B, erected in the late 1960s by the Washington Thoroughbred Breeders Association, and the Veterinary Clinic, put up in the early 1970s.

Barns 1A - 8B (a total of 16) were all very nearly identical to one another. In contrast to the older North Barn Area, these stables were aligned in only two rows instead of the original three.

Of wood-framed construction on concrete foundations, these barns were also clad with bevelled shiplap and painted grey. The typical roof configuration was a shallow inverted "V" shape or "butterfly," with a central downspout. The roofs were clad with a rolled composition material. Shedrows supported by four-by-four

posts lined either side of the stables. As part of their original design, three shed-roofed, combination feed and tack rooms extended from the shedrow on each side, for a total of six per barn. Aluminum frame casement windows at both ends of the barn provided light to the tack rooms. In recent years, these barns had also been equipped with sprinkler systems, which were housed on the exterior.

The interiors of the 1950s and '60s barns included 15 stalls per side, with the feed and tack rooms facing them from across the shedrow. At the far ends away from the road, each barn featured two open "pony" stalls, also part of its original design.

The Middle Barn Area had the same sorts of functional features as the earlier North Barn Area, except that because of a more expansive site, the manure bunkers were situated along the road between the barns, rather than at each barn's gable end. Here, too, barns were individualized with landscaping such as juniper and boxwood shrubbery, rhododendrons, cherry and pear trees, rockeries and planters.

Barns 9A, 9B, 10A and 10B were built at the south end of the Middle Barn Area, and, unlike any earlier stables in the backstretch, were oriented north to south. These barns were built by the WTBA for the stabling of horses being auctioned, and their design and dimensions were a bit more generous and up-to-date. Three of the barns had shallow gabled roofs clad with red corrugated metal. Exterior siding was a vertical paneling. These barns varied somewhat in floorplan, but most had 14 stalls per side with an additional two to four stalls at either end, for a total of 32 to 36. Roofs were insulated, hardware was heavier, and the proportions were generally greater than the 1950s designs.

The Veterinary Clinic (see Photo no. 50-1) was a utilitarian wood-framed building with a flat, over-hanging roof and irregular massing. It was sided with T1-11 and was minimally landscaped around its exterior. The Veterinary building was erected in the early 1970s and its interior was equipped to handle equine surgery and other medical needs.

L. South Barn Area (see Photo nos. 51-1 through 53-2)

The South Barn Area developed between 1974 and 1985 on land given over by Longacres for the use of the WTBA.

The WTBA Sales Pavilion (see Photo nos. 53-1 through 53-2) built in 1974 was oriented north to face sales barns 9A-B and 10A-B. It was a circular, steel-framed structure with plate glass windows and a brick-faced entry. The interior housed offices, a library, and the 860-seat semi-circular sales amphitheater.

WTBA Barns A-E (see Photo nos. 51-1 through 52-2) were designed by architect Ozzie Russo as sales barns, completed in 1985. They were five identical wood-framed stables, with gabled roofs clad with corrugated metal. Decorative ventilators with pyramidal roofs and wrought-iron finials perched atop the ridgelines. The stable interiors were well-lit and immaculately maintained. The stable doors were on sliding tracks and had metal grill windows in lieu of the traditional divided "Dutch" door. Around the barns were concrete and gravel pads for walking demonstrations.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings:

- 58 Marcus Priteca design and alteration drawings, dated 1933 through 1968. Pencil on tissue, various sizes. Collection of Richard F. McCann, Pasadena, CA. These include:
- 24 drawings dated June 21, 1933 - November 10, 1933. Site plans, floor plans, elevations, sections, and details, of original grandstand, clubhouse, paddock, jockey building, judges' stand, ticket booths, timer's stand, etc.
 - 5 drawings dated 1934. Site plan, alterations to grandstand, existing west elevation of grandstand, bleachers.
 - 1 drawing dated 1935. Alterations to grandstand.
 - 1 drawing dated 1937. Stewards' booth addition to grandstand.
 - 2 drawings undated, (1930s). Details.
 - 5 drawings dated 1946. Clubhouse alterations, interior and exterior; new entrance gate houses.
 - 1 drawing dated 1948. Box seating additions to clubhouse.
 - 11 drawings dated 1955. Perspectives, additions to clubhouse.
 - 3 drawings (1950s). Additions to clubhouse; section, roof plan, and perspective of grandstand.
 - 6 drawings dated 1959-1960. Additions to betting area (between grandstand and clubhouse).
 - 3 drawings dated 1968. Officials' observation area, new and old grandstand facilities.
 - 2 drawings undated, (1960s).
- 117 Richard F. McCann design drawings and sketches, most dated 1970 through 1982. Pencil, ink, and marker on tissue, some blueprints; various sizes. Collection of Richard F. McCann, Pasadena, CA. These include:
- 51 drawings dated 1970-1977. Alterations and additions to clubhouse.

19 drawings, many undated, (1970s). Alterations and additions to grandstand.

13 drawings dated 1973-1979. Alterations to paddock area.

11 drawings dated 1974-1982. Design of terrace garden, gazebo, north grandstand.

3 drawings dated 1978. Barns.

11 drawings dated 1963-1978. Site plans.

9 drawings undated (1970s). General frontside views.

8. Historic Views:

49 Miscellaneous 8" x 10" photographs of people, buildings, horses, and views at Longacres; photographers unidentified; 1930s-1940s. Seattle Post-Intelligencer Collection (P.I. 23474-23525), Museum of History and Industry. Seattle, WA.

42 Miscellaneous photographs of varying sizes of track, grandstand, crowds, parking, and floods at Longacres; photographers mostly unidentified; 1930s-1940s. Study prints (3" x 4") and 35 mm. copy negs. available. 26 images enlarged for display purposes. Renton Historical Museum. Renton, WA.

100+ Record 2" x 4" photographs of individual buildings at Longacres; photographers unknown; 1938-1960s. King County Assessor's Property Record Cards, WA State Archives, Puget Sound Branch. Burien, WA.

500+ Miscellaneous photographs of varying sizes of celebrities, employees, family members, horse people, winning horses, buildings, and views of Longacres; some photographers identified; 1930s-1980s. Alhadeff Family Longacres Collection. Seattle, WA.

"The Miracle Strip: a Story of Longacres Race Track." A video documentary by Stephen Sadis, Perpetual Motion Pictures, 1992. Seattle, WA.

2500 Miscellaneous 4" x 5" photographs of people, horses, and activities at Longacres backstretch; David Best, photographer; 1992. Collection of David Best. Redmond, WA.

Official Longacres track photographs of winning horses and riders; Jerry Clark, photographer; 1976-1992. Large format negatives. Four-Footed Fotos. Issaquah, WA.

The Seattle Post-Intelligencer Photo Library and Archives, including recent photographs by Grant Haller. Seattle, WA.

The Seattle Times Photo Library. Seattle, WA.

C. Interviews and Consultations:

Alhadeff, Kenneth. Owner, Elttaes Enterprises, and former Executive Vice-President, Longacres Race Course, Inc. Seattle, WA. Personal interview, May 18, 1993.

Campbell, Donald. Assistant General Manager, Longacres Park, 1963-present. Seattle, WA. Personal interview and site visit, April 29, 1993.

Clark, Jerry. Track Photographer. Issaquah, WA. Telephone interview July 9, 1993.

Davis, Barbara. Private research historian with specialization in horse racing in the Pacific Northwest. Telephone interviews, April 13 and July 7, 1993.

Ive, Charles. General contractor for the original construction of Longacres. Marysville, WA. Telephone interviews, June 1 and June 20, 1993.

Little, David. Director of Facilities, Longacres Park, 1978-present. Seattle, WA. Personal interview and site visit, April 2, 1993.

Nuerenberg, James. Facilities Engineer, Longacres Park Team. Various consultations, March-July, 1993.

McCann, Richard F. Successor to B. Marcus Priteca, and Longacres architect, 1970-1990. Pasadena, CA. Telephone interviews, April 27 and June 21, 1993.

Snider, Russell. Former Track Superintendent, Longacres. Bellingham, WA. Telephone interview, June 20, 1993.

Sutormeister, Miriam. Architectural historian researching B. Marcus Priteca. Seattle, WA. Telephone interview, April 30, 1993.

Vacca, Ralph. General Manager, WA Thoroughbred Breeders Association. Seattle, WA. Personal interview and site visit, March 19, 1993.

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King County Records and Election Division. Seattle, WA.
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McIntire, Mark. Graduate paper in architectural history on B. Marcus Priteca for Professor Grant Hildebrandt, University of Washington. Seattle, WA. 1988.

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2. Secondary and published sources:

a. Books

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b. Periodicals

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c. Newspapers

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Scrapbook with clippings on B. Marcus Priteca.
1959-1973.

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Library. Scrapbook collection with clippings on
Longacres and horse racing in general. 1940-
1985.

d. Public documents

Agricultural Economics Department, Washington State University. Washington's Thoroughbred Industry: Its Participants, Organization, and Economic Impact. 1977.

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Ryan, Mary Ellen. "Longacres Park." National Register of Historic Places registration form. February 6, 1993.

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E. Likely sources Not Yet Investigated

The richest source of Longacres history not yet tapped to any degree may be the personal stories of horse people long-associated with the track. Further investigations using accepted oral history methodologies would likely prove fruitful.

F. Artifacts

Alhadeff Family Longacres Collection. Seattle, WA. Miscellaneous artifacts and souvenirs pertaining to horse racing in general and to Longacres in particular.

PART IV. PROJECT INFORMATION

A. Type of Project:

The documentation of Longacres race track in Renton, Washington, was a private sector project, voluntarily undertaken by the Boeing Company, owner of the former race track property. The recording effort occurred between February and August of 1993. Through consultation with the staff of the National Park Service Western Regional Office, Division of National Register Programs, Level II documentation was selected as the most appropriate HABS format for the project. Written historical and descriptive data in the Outline Format, 166 large-format record photographs, photographic copies of five original architectural drawings and six historic views, reproductions of two aerial photos are included in the documentation packet.

B. Sponsors and Recipients:

This recording effort was sponsored by the Boeing Company, and Longacres Park, Inc., its wholly-owned subsidiary.

The project was organized and supervised in its various phases by Fred M. Stewart, Facilities Senior Manager, and by James P. Nuerenberg, Facilities Engineer, with the Longacres Park Project Team. Complete documentation packets including photographic negatives, were submitted to the HABS Collection at the Library of Congress, and to the University of Washington Libraries Special Collections and Preservation Division. Sets of photographic prints and written data were deposited with the Museum of History and Industry in Seattle, and the Renton Historical Museum in Renton, Washington. One complete documentation packet was retained by the project sponsor, the Boeing Company.

C. Preparers:

Photographic documentation of Longacres was the work of John Stamets, Photographer, of Seattle, Washington. The written narrative was prepared by Florence K. Lentz, Cultural Resource Consulting, of Ellensburg, WA. Photographic reproductions of the original architectural drawings and of aerial views were made by John Stamets. Reproductions of historic views from the Seattle Post-Intelligencer collection were provided courtesy of the Museum of History and Industry, Seattle, WA.